





2019 -2022

SOUTHEAST RPO

**RURAL REGIONAL
TRANSPORTATION PLAN**



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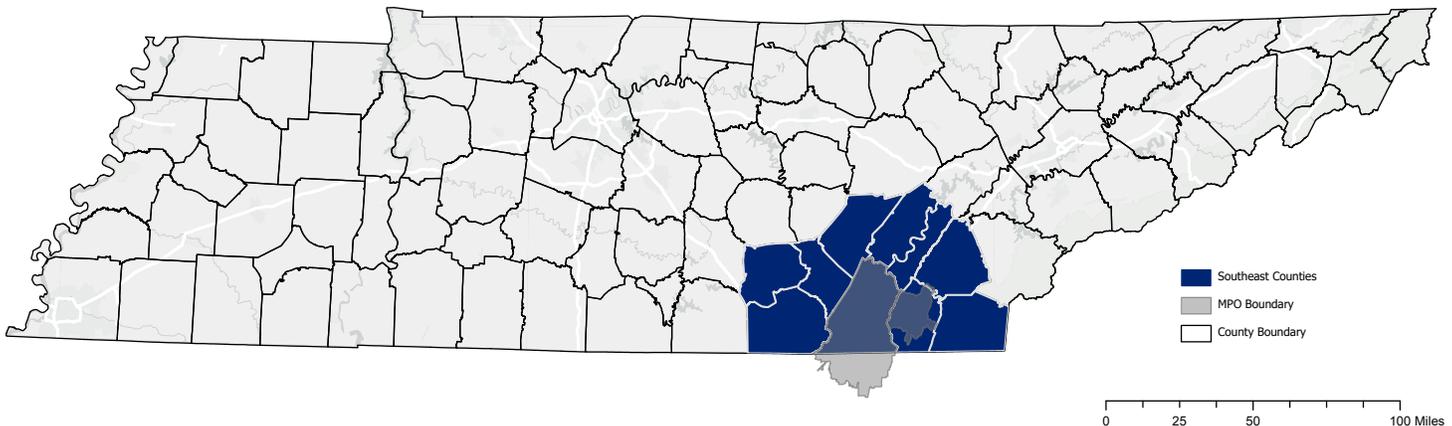
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RESOLUTION TO APPROVE AND RECOMMEND



SOUTH

NORTH

28
Tennessee

28
Tennessee





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MADISON AVENUE

D



EXECUTIVE SUMMARY

This plan was commissioned to examine the current and future conditions of the transportation roadway network in the Southeast Rural Planning Organization (RPO). The planning effort was led by the Tennessee Department of Transportation (TDOT), Long Range Planning Division; the University of Tennessee Center for Transportation Research; and the Southeast Tennessee Development District (SETD). The development of this plan allowed local elected officials, citizens, and TDOT a collaborative approach to evaluating transportation in the region. The four main goals for the region are:

- Monitor the region's freight traffic while supporting the movement of goods through the region. Improve visibility of designated truck routes through signage to prevent trucks from using inadequate roads for freight traffic.
- Improve multimodal access in areas particularly in towns and around schools through better sidewalk connectivity and safer roads for bicycle travel.
- Improve safety throughout the region with measures such as improved signage, striping, and guardrails. Need for turn lanes and better traffic signal timing in several locations in the region.
- Support the State's efforts to better serve rural Tennessee

The goals outlined above were identified during the public engagement process. These goals were also the most commonly shared throughout the region. The RRTP contains a compilation of identified community concerns during the community engagement process. While these projects have been analyzed and reviewed, the recommendations do not mitigate nor circumvent the Community Transportation Planning Request (CTPR) process as well as Strategic Transportation Investments Division (STID) formal process, see Ch. Future Guidance on Planning Requests.

It is recommended that:

- The RPOs continue a collaborative transportation planning effort with TDOT, the development districts, and additional state agencies
- The RPOs continue to apply for all relevant grant and planning programs in which they are eligible to participate in
- TDOT's Long Range Planning Division continues to update and modify regional plans when appropriate

OVERVIEW OF SOUTHEAST RPO

Purpose and Objectives of the Plan

The Long Range Planning Division of the Tennessee Department of Transportation (TDOT) has worked in collaboration with the Southeast Rural Planning Organization (RPO) and the Southeast Tennessee Development District (SETD) to develop the Southeast Rural Regional Transportation Plan (RRTP). The intent of the plan is to help the state better and more efficiently guide rural transportation infrastructure investments, as well as the economic competitiveness of the state's rural regions. The Rural Regional Transportation Plan stems from recommendations contained within TDOT's 25-Year Long Range Transportation Policy Plan, as it relates to RPOs. TDOT's 25-Year Long-Range Transportation Policy Plan provided a foundation to "connect people to communities, people to businesses, businesses to each other, and visitors to our state." The Long Range Planning Division's Office of Community Transportation (OCT) acts as a liaison between TDOT and local communities and provides resources and information to the rural communities.

The purpose of the RPO is to involve local officials in transportation planning through a structured process to ensure quality, competence, and fairness in the transportation decision-making process.

The development of an RRTP provides an opportunity for local elected officials, citizens, and TDOT to evaluate the current conditions and future needs of the rural transportation network. Transportation planning within the region is diverse and takes many forms. Within the plan streets, highways, transit, bike, and sidewalks will be addressed. These various modes of transportation provide means for moving people and goods into and throughout the Southeast RPO region. The plan brings together various stakeholders from the Southeast RPO counties to identify the transportation needs within the region over the next 10 to 20 years. During the public participation process in the RPO, regional goals and objectives were identified based on collective regional concerns.

Each RRTP will be reviewed and updated as needed. The plan will act as a vision for the RPO's transportation system's needs and community goals, regardless of funding availability. It is the goal of TDOT's Long Range Planning Division that each RPO uses these plans to identify transportation priorities and needs and to help guide future transportation investments. Rural communities are encouraged to use the data and information included in this plan to apply for grants and studies that support their long-term visions and goals, in addition to participating in programs providing additional support to the RPO or SETD.

Overview of the Region

The Southeast RPO consists of nine counties: Bledsoe, Bradley, Grundy, Marion, McMinn, Meigs, Polk, Rhea, and Sequatchie counties. There are two Metropolitan Planning Organizations in or adjacent to the RPO: The Cleveland MPO and the Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (CHCRPA). The Cleveland MPO includes most of Bradley County and portions of McMinn County. The CHCRPA includes all of Hamilton County and portions of Dade, Walker, and Catoosa Counties in Georgia. The cities of Chattanooga and Cleveland are both adjacent to the RPO, contributing to the residential, commercial, and industrial development of the RPO area and contributing to workplace commuting. The Southeast RPO includes the jurisdictions of Bradley County outside the Cleveland MPO, therefore this plan contains data from Bradley County.

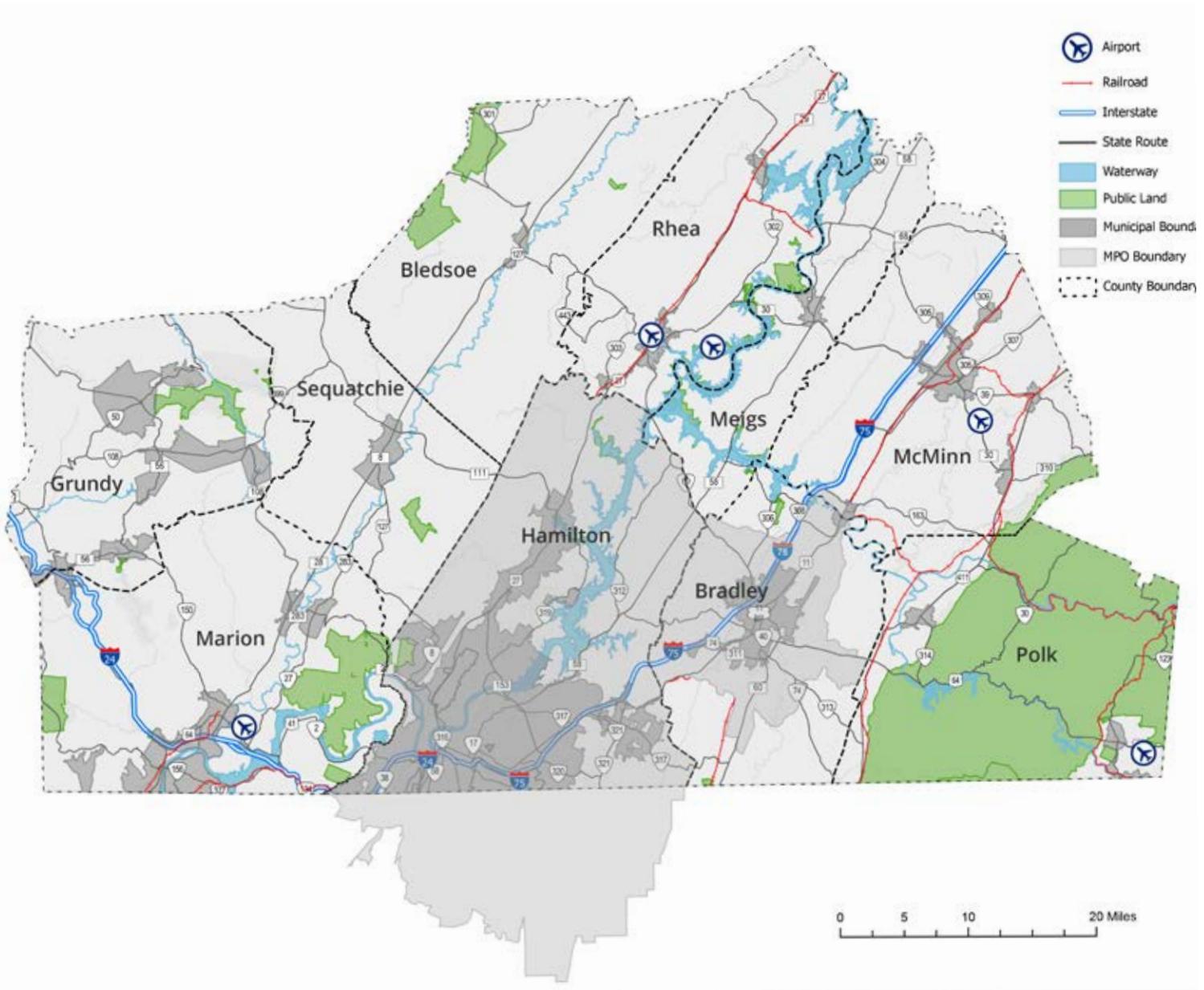
Bradley County and Hamilton County are projected to experience population growth over the next few decades. Most counties in the RPO will also see an increase in population projected for 2050. Only Grundy and Marion counties are expected to have a decline in population.

The transportation network in the RPO consists of roadways, airports, railroad lines, bridges, and multimodal facilities, which makes the movement of goods and people possible. In this plan, each of those transportation components is discussed.

The RPO is an organization that:

- Makes recommendations to TDOT regarding roadway projects to receive state and federal funding for planning, right-of-way acquisition, and construction.
- Assists TDOT in various transportation planning studies.
- Assists local governments in communications and inquiries with TDOT.

OVERVIEW OF SOUTHEAST RPO



DEMOGRAPHIC & LAND USE TRENDS

Demographics

This section reviews the current and anticipated future demographics of the Southeast RPO. The analysis takes into consideration the 2018 population through the 2050 projected population. This plan includes data on various demographic factors such as age, disability, educational attainment, unemployment rate, and income. Data collected for this section came from the University of Tennessee's Boyd Center for Business & Economics Research, as well as the U.S. Census Bureau and the Bureau of Labor Statistics.

SOUTHEAST RPO CURRENT AND PROJECTED POPULATIONS

County	Total Population	2050 Population (2019 UTK)
Bledsoe	14,836	16,548
Bradley	105,749	132,999
Grundy	13,344	10,312.9
McMinn	53,053	57,398.9
Marion	28,538	26,686.8
Meigs	12,104	13,370
Polk	16,814	18,055
Rhea	32,719	38,013
Sequatchie	14,816	18,262

Sources: American Community Survey 2019 5-year estimates, 2018-2070 UTK Boyd Center for Business and Economics Research Population Projections

Population Trends

The population for the Southeast RPO is currently 291,973 and is projected to increase to 331,646 by the year 2050. This is a 13.6 percent increase in population. The State of Tennessee is expected to grow 22 percent by 2050. Nearly all counties in the Southeast RPO are projected to increase in population by 2050, with Bradley and Sequatchie Counties experiencing the most drastic growth. Grundy County and Marion County are the two counties projected to decrease in population by 2050.

SOUTHEAST AGE BY COUNTY (%)

County	Under Age 20	Age 20 to 64	Age 65 and Older
Bledsoe	20.71	61.38	17.90
Bradley	25.15	58.03	16.82
Grundy	23.76	55.71	20.53
McMinn	23.61	57.02	19.37
Marion	23.12	57.33	19.55
Meigs	22.42	55.85	21.73
Polk	21.65	57.84	20.51
Rhea	25.78	56.24	17.98
Sequatchie	22.47	57.55	19.99

Source: American Community Survey 2019 5-year estimates

Age

The largest group in the United States, as well as in Tennessee, ranges in age from 20 to 64 years old. The state and national statistics for people between the ages of 20 to 64 are 59 percent of the total population. Most of the Southeast RPO is comparable to these state and national proportions.

Meigs County has the largest aging population in the RPO, with 21 percent of the county's population over 65 years old, while only 16 percent of Bradley County falls into this age group. All counties in the RPO have over 20 percent of their population under 20 years of age—a quarter of Rhea and Bradley Counties' residents are in this younger age group.

SOUTHEAST RACE AND ETHNICITY (%)

County	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Hispanic or Latino	Native Hawaiian and Other Pacific Islander	Two or more races	Some other race
Bledsoe	14,836	87.46	3.31	2.07	0.07	2.48	0.00	3.99	0.63
Bradley	105,749	83.65	5.07	0.14	1.21	6.19	0.03	1.91	1.81
Grundy	13,344	86.86	0.72	0.98	0.19	1.25	0.00	9.90	0.09
McMinn	53,053	88.44	3.68	0.39	0.78	4.01	0.07	2.04	0.59
Marion	28,538	91.15	2.57	0.05	0.48	1.81	0.00	3.39	0.55
Meigs	12,104	93.98	1.90	0.34	0.21	2.11	0.00	1.46	0.00
Polk	16,814	94.01	0.33	0.29	0.10	2.10	0.00	2.10	1.06
Rhea	32,719	89.43	2.28	0.25	0.48	4.95	0.00	1.90	0.71
Sequatchie	14,816	93.53	0.22	0.11	0.00	3.54	0.00	2.53	0.07

Source: American Community Survey 2019 5-year estimates

Race and Ethnicity

The Hispanic or Latino ethnic group makes up 5.4 percent of Tennessee and nearly 18 percent of the nation's population. Bradley County has the highest Hispanic population in the Southeast RPO (6 percent), while the remaining counties' Hispanic populations make up approximately 1-4 percent of their total populations. The share of Caucasian/White alone population in Tennessee is 70.9 percent compared to a higher percentage of 89.8 percent in the Southeast RPO. Polk County has the highest share of Caucasian/White population with 94.0 percent and Bradley County has the lowest share with 83.6 percent. Seventeen percent of Tennessee's population is African American, while 3 percent of the Southeast RPO's population is African American. Nearly 5 percent of Bradley County's population is African American, while less than one percent of Grundy, Polk, and Sequatchie Counties' populations are African American. Bradley County has the highest percentage (16.4 percent) of non-white ethnicities compared to the other counties in the Southeast RPO. The share of White/Caucasian population in the Southeast RPO counties ranges between 83.6 percent in Bradley County and 94.0 percent in Polk County.

SOUTHEAST RPO DISABILITY

County	With a disability: Total Civilian Noninstitutionalized Population	Total Civilian Noninstitutionalized Population
Bledsoe	27	73
Bradley	18	82
Grundy	24.7	75.3
McMinn	20.3	79.7
Marion	21.9	78.1
Meigs	19.9	80.1
Polk	16.7	83.3
Rhea	20.5	79.5
Sequatchie	24.6	75.4

Source: American Community Survey 2019 5-year estimates

Disability

On average, 15 percent of Tennessee's population has a disability. All counties in the Southeast RPO have elevated disability rates when compared to Tennessee as a whole. Bledsoe County has the highest disability rate (27 percent), while Polk County has the lowest at nearly 17 percent. The remaining counties have disability rates hovering around 18-24 percent.

SOUTHEAST RPO EDUCATIONAL ATTAINMENT (%)

County	Less than 9th grade	9th to 12th grade, no diploma	High school graduate (includes equivalency)	Some college, no degree	Associate's degree	Bachelor's degree	Graduate or professional degree
Bledsoe	10.4	14	39.8	17.2	6.6	7.7	4.3
Bradley	5.5	9.2	32.1	22.5	8.4	14.1	8.3
Grundy	11.6	14	40.7	13.9	6.5	6.1	7
McMinn	5.6	9.9	40.4	19.9	8	10.9	5.3
Marion	7.3	11.2	38.7	22.2	7.9	8.5	4.2
Meigs	5.6	10.6	45.4	20.7	7.9	5.9	3.9
Polk	7.5	10.1	39.4	22.5	8.6	7	4.8
Rhea	7.9	11.4	36.8	20.7	6.4	10.8	6.2
Sequatchie	6.2	12.2	39.1	20.4	7	9.6	5.5

Source: American Community Survey 2019 5-year estimates

Education

The state average for high school graduation rate is 89.1 percent compared to 87.7 percent in the Southeast region. Higher education percentages for Associate Degrees, Bachelor's Degrees, and Graduate or Professional Degrees, on the other hand, generally tend to be comparable or lower in the Southeast RPO counties when compared to the state average. Population aged 25-64 with bachelor's degree is 24.6 percent in the Southeast Region compared to 27.7 percent in Tennessee. Polk and Bradley Counties have the highest percentage of those with Associate Degrees. Bradley County has both the highest bachelor's degree and Graduate or Professional Degree attainment rates in the Southeast RPO. Meigs County exhibits the lowest bachelor's degree and Graduate or Professional Degree attainment rates in the RPO.

SOUTHEAST RPO POVERTY STATUS (%)

County	Under 18 years	18 to 64 years	65 years and over
Bledsoe	36.2	22.7	11.5
Bradley	22.3	15.4	10.1
Grundy	29	21.7	18.7
McMinn	27	19.4	10.5
Marion	18.9	15.9	9.8
Meigs	24.8	17.1	9.5
Polk	21.9	14.5	9.7
Rhea	28.9	18.1	10.8
Sequatchie	35.1	18.1	8.7

Source: American Community Survey 2019 5-year estimates

Poverty

Poverty is defined by measuring the following: family size of unrelated individuals; the cost of food, clothing, shelter, and utilities; family size and age of the householder; Consumer Price Index (CPI) for all items; and gross income before taxes. If the income is below this defined poverty measure, a family is considered to be living in poverty. The chart for the Southeast RPO is broken into three age groups: 1) under 18; 2) ages 18-64; and 3) age 65+. This provides, respectively, an indication of the percentage of children living in poverty, the percentage of working age groups living in poverty, and the percentage of elderly and aging populations living in poverty within the area. The largest population of those living in poverty is children.

In each of the Southeast RPO's counties, the proportion of children living in poverty ranges from 18.9 percent (Marion County) to 35.1 percent (Sequatchie County) and 36.2 percent (Bledsoe County).

The state and national statistics for those under 18 years old living

in poverty are 21.9 and 18.5 percent respectively. Within the Southeast RPO, 14.5 percent (Polk County) to 22.7 percent (Bledsoe County) of those ages 18 to 64 are living in poverty. For this same age group, 14.3 percent of Tennesseans are living in poverty. In Tennessee, 9.5 percent of those over 65 years of age are below the poverty level, while in the Southeast RPO, these rates are between 8.7 percent (Sequatchie County) and 18.7 percent (Grundy County).

SOUTHEAST RPO INCOME

County	Household median income (dollars)	Family median income (dollars)	Household mean income (dollars)	Family mean income (dollars)
Bledsoe	44,122	52,747	59,740	66,340
Bradley	51,331	62,261	68,649	78,675
Grundy	40,516	50,413	54,364	62,696
McMinn	43,285	54,927	58,406	68,664
Marion	49,432	57,969	61,823	70,866
Meigs	49,167	56,662	59,132	69,602
Polk	43,306	54,591	60,185	69,642
Rhea	42,206	56,978	57,598	68,263
Sequatchie	49,370	59,397	58,572	65,373

Source: American Community Survey 2019 5-year estimates

\$54,833 and the Family Median Income is \$68,793. Overall, the Southeast RPO's Mean and Median Household and Family Incomes are below Tennessee's averages.

SOUTHEAST RPO EMPLOYMENT/UNEMPLOYMENT

County	Employed	Unemployed	Unemployment Rate (%)	Employed Population (%)
Bledsoe	4,111	235	5.4	27.7
Bradley	50,654	1,811	3.5	47.9
Grundy	4,809	208	4.1	36.0
McMinn	22,978	902	3.8	43.3
Marion	12,057	541	4.3	42.2
Meigs	4,992	238	4.6	41.2
Polk	7,274	302	4.0	43.2
Rhea	12,636	765	5.7	38.6
Sequatchie	5,987	263	4.2	40.4

Source: Bureau of Labor Statistics 2019 Annual Averages

Income

Note that *Household* and *Family* were both analyzed. Household, as defined by the U.S. Census Bureau, may consist of all people who occupy a housing unit, regardless of relationship; a Household can also simply include an individual living alone. A Family, as defined by the U.S. Census Bureau, includes one or more people living in the same household who are related by birth, marriage, or adoption. When discussing income, Household and Family are differentiated to provide a more accurate depiction of the population's income within the RPO. *Household Mean Income* and *Family Mean Income* in the Southeast RPO are correlated. Grundy County has the lowest Household Mean Income (\$54,364) and Family Mean Income (\$62,696), while Bradley County has the RPO's highest Household Mean Income (\$68,649) and highest Family Mean Income (\$78,675). In comparison, Tennessee's Household Mean Income is \$76,937 and Family Mean Income is \$91,215. Shifting to Household and Family Median Incomes, Grundy County also has the lowest, \$40,516 and \$50,413, respectively. Bradley County has the RPO's highest Household and Family Median incomes at \$51,331 and \$62,261 respectively. Tennessee's Median Household Income is

Employment

Unemployment is defined by the U.S. Census Bureau as "any civilian 16 years old and over who is either: not at a place of employment; actively looking for employment; and/or persons able to accept a job due to currently being unemployed". Unemployment rates for both the State of Tennessee and the United States are 4.8 and 3.7 percent, respectively, based on 2019 Annual Averages. Nearly all counties within the Southeast RPO experience slightly higher unemployment rates when compared to state and national averages. Bradley County has the lowest unemployment rate with 3.5 percent and Rhea County has the highest unemployment rate with 5.7 percent.

Demographic Summary

Demographic trends will affect the transportation network within a region. Anticipating population growth in the Southeast RPO, several segments of the general population should be given additional consideration when transportation decisions are made. These groups within the Southeast RPO include low-income, disabled, and aging populations. These groups have historically needed better access to social services and other forms of assistance. They are also more dependent on fixed-route or demand-responsive transit in rural areas. From the analyses conducted, portions of the Southeast RPO have been determined to have elevated poverty and disability rates, compared to Tennessee as a whole. Careful consideration should also be given to counties that are home to several vulnerable populations. When making long-range planning decisions with long-term implications, these populations should be considered significantly.

Economy

Freight Movement

Key freight industry sectors account for nearly 40 percent of Tennessee's total gross domestic product (GDP). Freight movement to, through, and within Tennessee is highly influenced by freight industries and their specific supply chains. In Tennessee, we have an incredible network of transportation assets: eight primary interstates cross the state, allowing for the safe and efficient flow of products within the trucking industry (reaching 60 percent of the U.S. population within an 11-hour drive or less), the world's busiest cargo airport, six of the seven Class 1 Railroads, the 5th largest inland port, a vast network of pipelines, and the 11th most navigable waterway in the United States (976 miles). Our high-quality workforce is made up of 266,885 Tennesseans employed in the transportation, logistics, and distribution industry at 16,702 establishments.

Proximity and access to Nashville, Chattanooga, and Knoxville via I-24 and I-75 provide tangible benefits for the region. I-24 and I-75 serve as vital freight corridors in terms of both truck volume and percent of truck volume. I-24 runs through Grundy and Marion counties and connects to Nashville to the west. I-75 runs through Bradley and McMinn counties and connects to Knoxville to the east. Both I-24 and I-75 have statewide significance connecting the region to Atlanta to the south, with a vital linkage as well to the Chattanooga area, known as Freight Alley in many transportation circles.

Railroad companies operating in the area include CSX Railroad (CSX), Norfolk Southern Railroad (NS), and the Sequatchie Valley Switching Company (SQSC). Both CSX and NS Railroads service Bradley, McMinn, and Meigs counties. SQSC serves Marion County and interchanges with CSX in Bridgeport, Alabama.

The Tennessee River runs through Marion, Meigs, and Rhea Counties. It provides barge options for freight movement. Marion County has a river port located on the Nickajack industrial site that is currently seeking an operator. Colonial Chemical is located next to the property and was granted funding for constructing a 4,340 ft. rail spur. Construction started in March 2022, and the construction is scheduled to be completed in the middle of October 2022.

Roper Corporations and Shaw Corporations in Walker County located in Georgia have impacts on freight traffic on the major travel routes such as I-24, I-75, and US Hwy. 411. The Appalachian Regional Port is in Maury County, Georgia, which moves about 50,000 freight containers a year in the region. The Georgia Port Authority runs the terminal in Maury County and containers are loaded in the Port of Savannah directly on a railcar at the port moving via rail to Chatsworth, GA by-passing the highway infrastructure on I-75. The port activities help reduce truck loads in the

region and beyond. The Appalachian Regional Port is in proximity and a few miles from Bradley and Polk County. US Hwy. 411 services the port and is an option for freight traffic to move through Polk and McMinn Counties. Containers can move on US Hwy 411 into Tennessee which also bypasses I-75 into Tennessee which is one of the top bottlenecks in the country. The option is an added benefit to avoid choke point delays and potential travel time reliability.

Industries

The prevalence of industry and freight movement within a region impacts transportation decisions. Conversely, transportation decisions can positively or negatively affect industry growth and freight movement. Both areas influence each other in the following ways: Transportation infrastructure location decisions can steer industry growth and freight flow to certain geographical areas. Industry growth and increased freight flows can provide justification for additional transportation infrastructure capacity and/or alternative transportation locations.

The Southeast RPO has a solid base of industry in the region. The manufacturing industry is an important industry sector, but the trade, transportation, and utilities industries have a major presence in seven of the nine counties. The trade, transportation, and utilities industry sector has the highest number of establishments in all the counties. The manufacturing sector provides the highest average weekly wages in Bradley, McMinn, and Sequatchie Counties. Overall, the highest average weekly wages are seen in the information industry in Marion, Polk, and Rhea Counties.

Manufacturing is the top industry in Bradley, Marion, McMinn, Meigs, and Rhea County. Eight of the nine counties have manufacturing location quotients above the statewide number. Additionally, in five of nine counties, manufacturing weekly wages are the highest or second highest wages in the county. Manufacturers typically are large freight movers, and they need vital transportation arteries to move their goods in and out of their facilities.

Industrial growth is occurring in several parts of the Southeast RPO. Aviagen Feed Mill and Virnig Manufacturing are planning to expand in Pikeville, Bledsoe County, and create additional jobs. All Naturals Manufacturing is planning an expansion in Sequatchie County, creating 25 jobs. Many of the counties, such as Polk County, Grundy County, and Rhea County derive lots of their revenues from recreational tourism, e.g., bass fishing tournaments, rafting and kayaking, caverns and music festivals, and other lake-related activities.

Some of the major freight destinations within the Southeast RPO include:

- Lodge Manufacturing Company (Marion County)
- Shaw Industries Group (Marion and Meigs Counties)
- Denso Manufacturing (McMinn County)
- La-Z-Boy Incorporated (Rhea County)
- Tennessee Valley Authority (Rhea County)
- Robinson Manufacturing Company (Rhea County)
- Suburban Manufacturing Company (Rhea County)
- Nokian Tyres (Rhea County)
- Mann + Hummel USA Inc. (Sequatchie County)

Other major freight destinations in the MPO areas are the Volkswagen plant in Hamilton County, Amazon distribution facilities in Bradley and Hamilton Counties, and the Whirlpool Corporation in Bradley County. Notable, Volkswagen plans to expand operations in Hamilton County which will result in increased truck traffic on major travel corridors.

Economic Profiles

The **Economic Profile Tables** presented on the following pages display this information:

- Top three industries in the county. The numbers on the map correlate with the numbers in the Industry table
- Top county employers
- Average weekly wages
- Total number of establishments
- Major industries within each county
- Employment location quotient (LQ) quantifies how concentrated a particular industry, cluster, occupation, or demographic group is in a region as compared to the nation.

The **Economic Profile Maps** show the percentage of residents working in manufacturing by block group.

These are the data sources for the economic profiles:

- Percent of Residents in Manufacturing Source: American Community Survey 2019
- Top County Employers Source: Tennessee Dept. of Economic and Community Development, County Profiles
- Major Industry Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 2
- Employment Last Quarter Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 2
- Average Weekly Wages Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 2
- Establishments Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages, 2020 Quarter 2

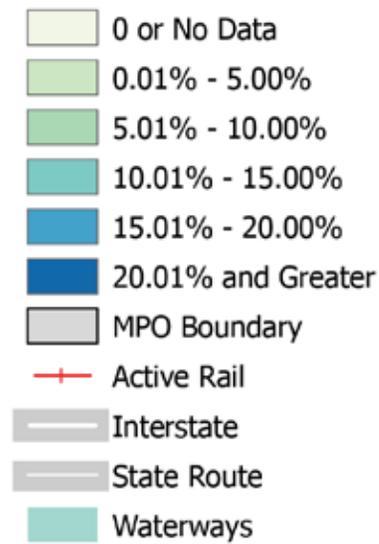


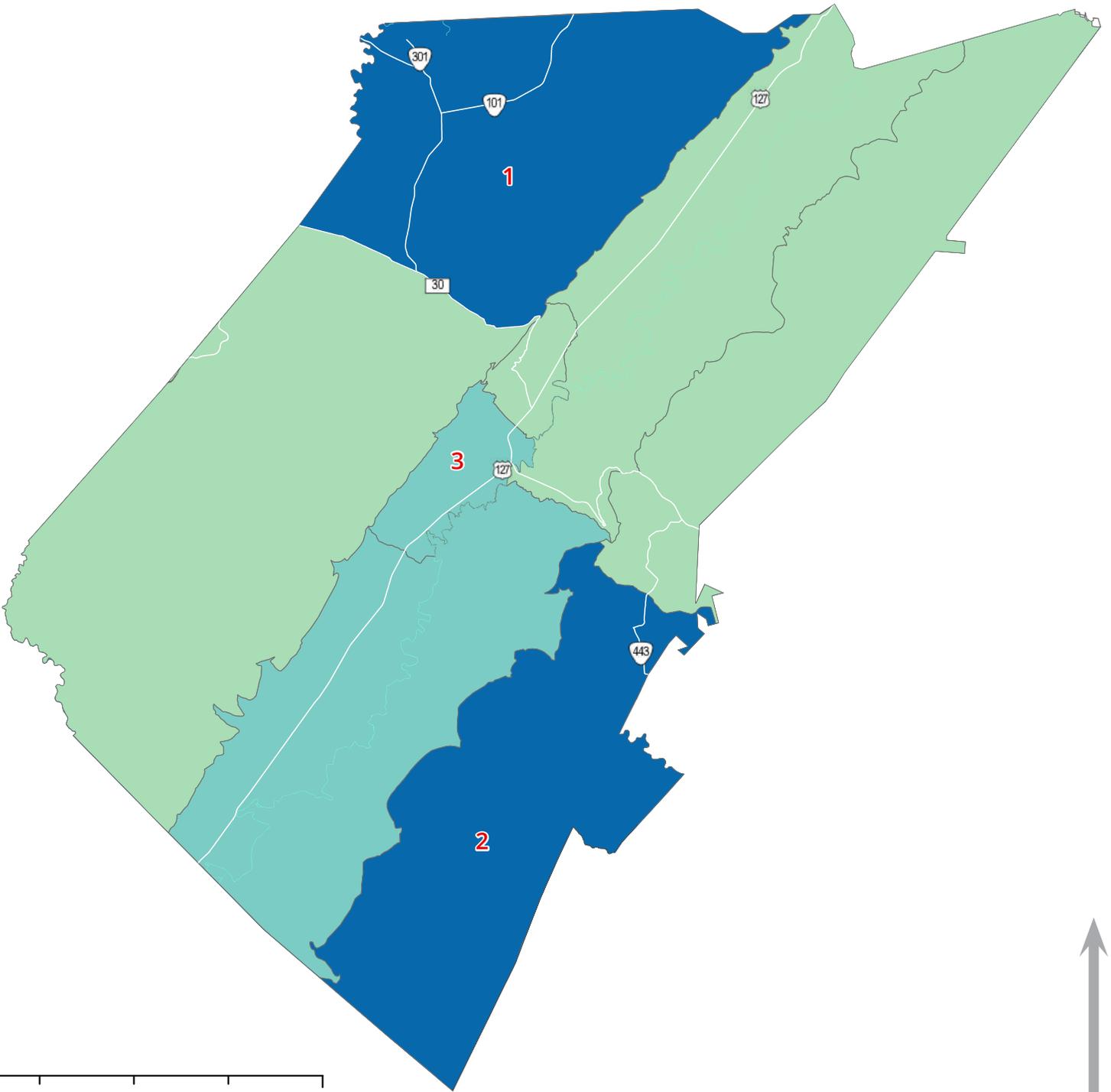
BLED SOE COUNTY ECONOMIC PROFILE

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Block Group Rank</i>	<i>% of Residents</i>
1	26.42%
2	22.91%
3	14.72%

Percent of Residents in Manufacturing by Block Groups





0 5 10 Miles

North

BLEDSOE COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
Tennessee Department of Correction	570
Bledsoe County School District	295
Bledsoe County	100
Hubbard ISA LLC	72
Bledsoe County Nursing Home	50

AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
1	Financial Activities	820
2	Natural Resources and Mining	769
3	Construction	691
6	Manufacturing	554
7	Trade, Transportation, and Utilities	505

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Natural Resources and Mining	25.13%
Manufacturing	2.42%

LQ EMPLOYMENT

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Natural Resources and Mining	6.95
2	Construction	1.08
3	Leisure and Hospitality	0.66

COUNTY ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
1	Trade, Transportation, and Utilities	25
2	Professional and Business Services	20
3	Education and Health Services	20
7	Natural Resources and Mining	12
9	Manufacturing	5

PHOTO



SEQUATCHIE VALLEY

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HISTORIC DOWNTOWN
PIKEVILLE

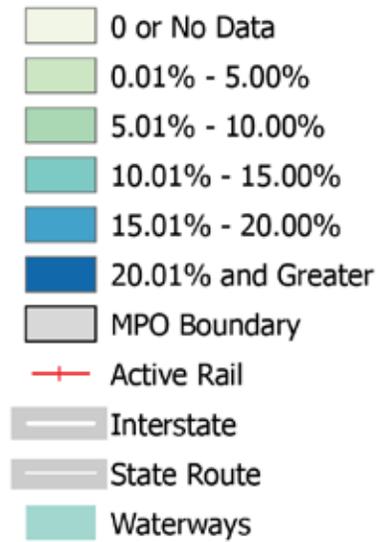


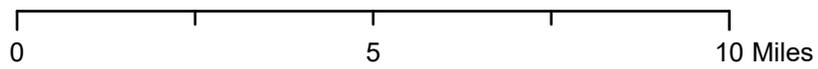
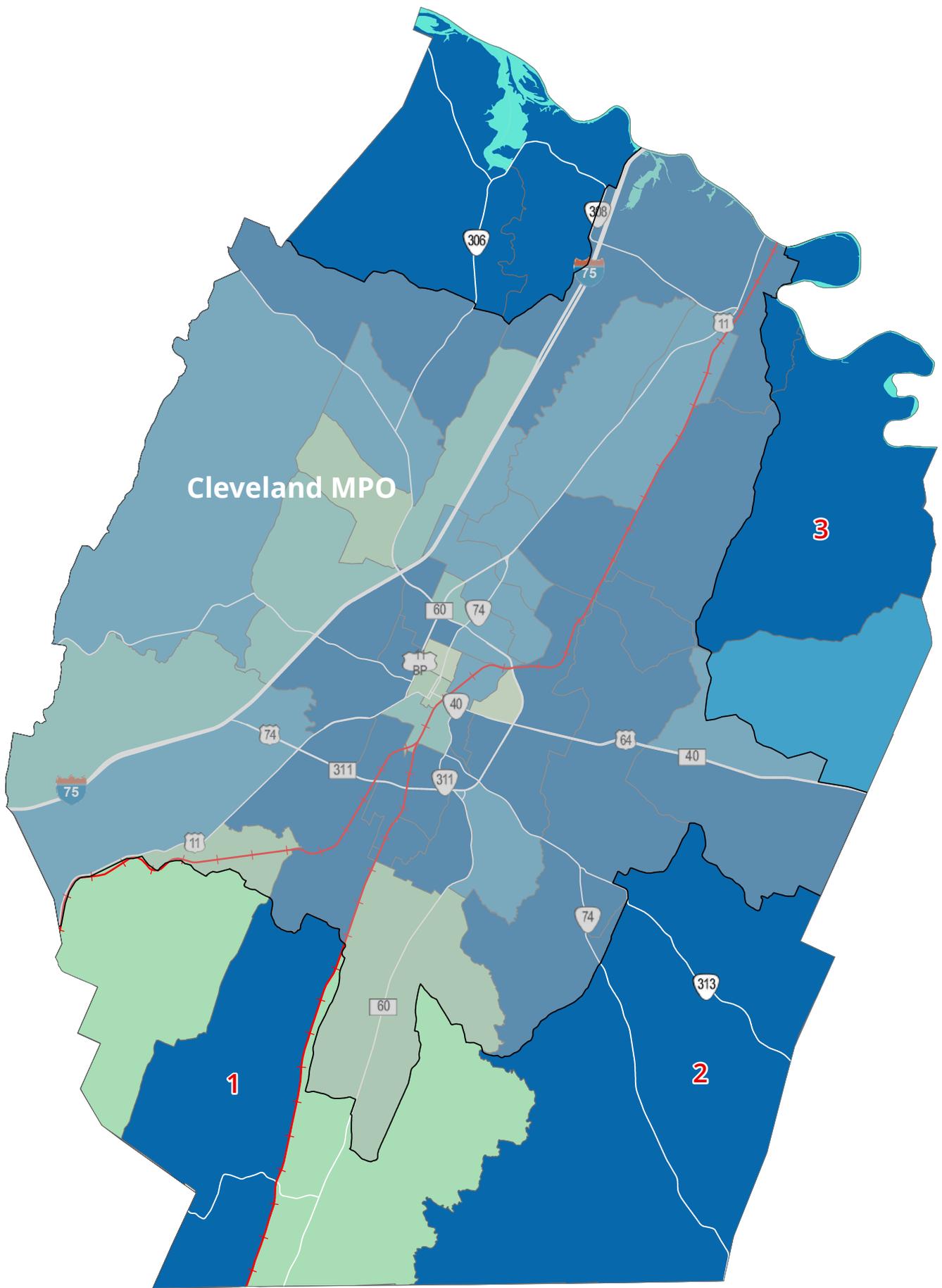
BRADLEY COUNTY ECONOMIC PROFILE

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Block Group Rank</i>	<i>% of Residents</i>
1	45.80%
2	38.67%
3	31.72%

Percent of Residents in Manufacturing by Block Groups





BRADLEY COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
Whirlpool Corporation	2,200
Integrity Staffing Solutions Inc.	1,600
Bradley County School District	1,300
Jackson Furniture Industries, Inc.	1,090
Kroger	950
Skyridge Medical Center	850
Amazon	800
Lee University	700
Mars Chocolate North America, LLC	678
Cleveland City Schools	664

AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
1	Manufacturing	1,092
2	Construction	1,090
3	Information	1,067
6	Trade, Transportation, and Utilities	828
8	Natural Resources and Mining	607

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Manufacturing	26.78%
Trade, Transportation and Utilities	26.50%

EMPLOYMENT LQ

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	2.05
2	Trade, Transportation and Utilities	1.26
3	Professional and Business Services	1.17

ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
1	Trade, Transportation, and Utilities	518
2	Education and Health Services	285
3	Professional and Business Services	282
7	Manufacturing	128
10	Natural Resources and Mining	18

Hiwassee River

Heritage Center



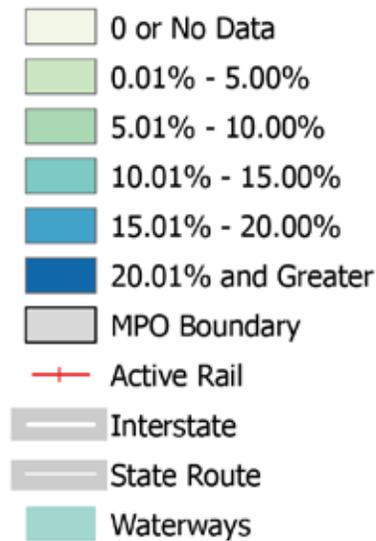
06 HETPV9 DHCWY
Trail of Tears
National Historic Trail

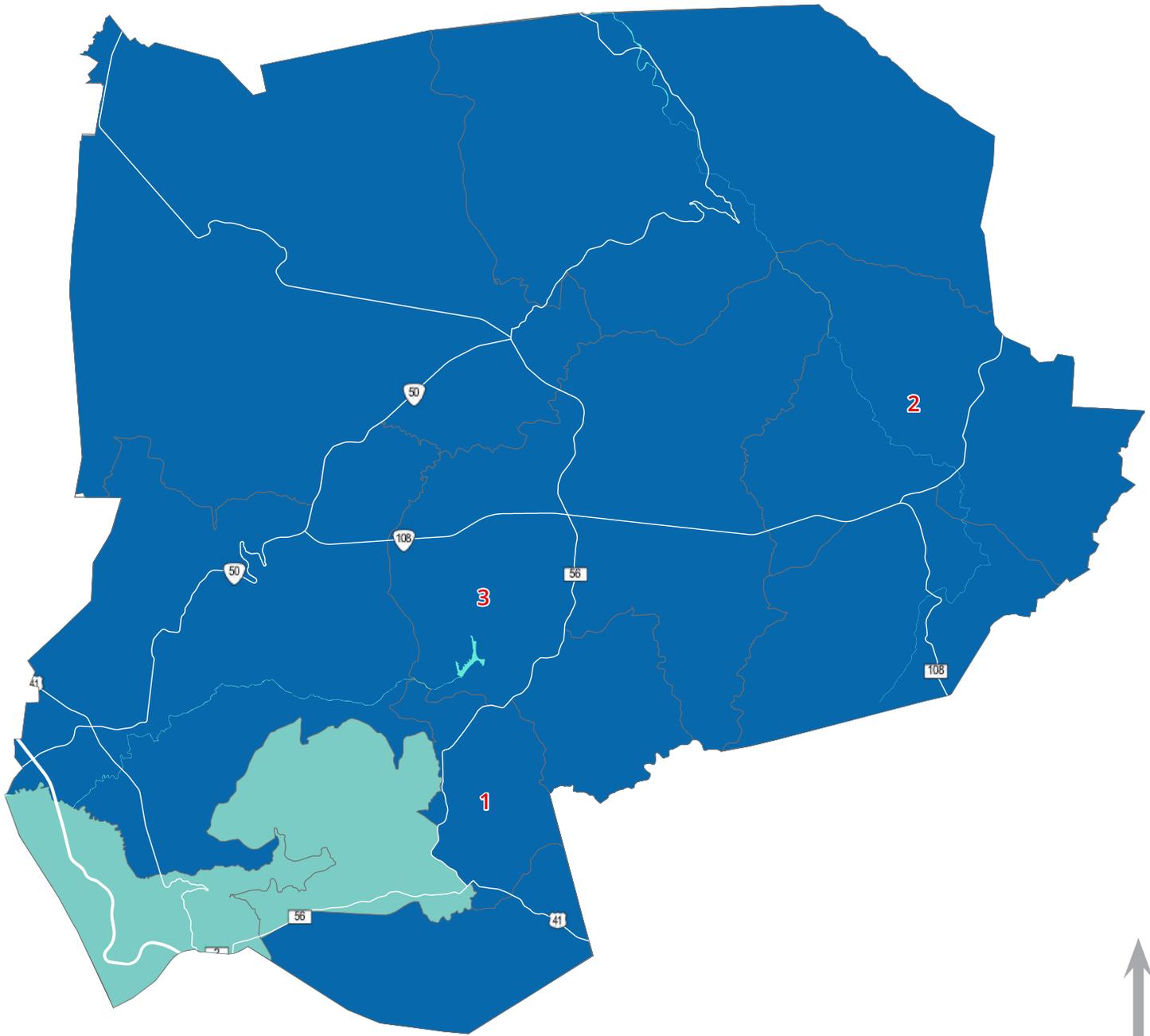
GRUNDY COUNTY ECONOMIC PROFILE

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Block Group Rank</i>	<i>% of Residents</i>
1	35.47%
2	34.78%
3	31.03%

Percent of Residents in Manufacturing by Block Groups





0 5 10 Miles



North

GRUNDY COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
Grundy County School District	450
The Bridge at Montegle	200
Benchmark Tool & Machine, Inc.	100
Grundy County Government	100
Exceptional Enterprises Inc	100

AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
1	Professional and Business Services	1,245
2	Construction	783
5	Manufacturing	595
7	Natural Resources and Mining	558
8	Trade, Transportation, and Utilities	505

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Professional and Business Services	18.84%
Manufacturing	16.03%

EMPLOYMENT LQ

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Natural Resources and Mining	3.84
2	Other Services	2.08
3	Manufacturing	1.38

ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
1	Trade, Transportation, and Utilities	55
2	Financial Activities	16
3	Professional and Business Services	16
7	Manufacturing	13
9	Natural Resources and Mining	9



Grundy County Historical Society

465

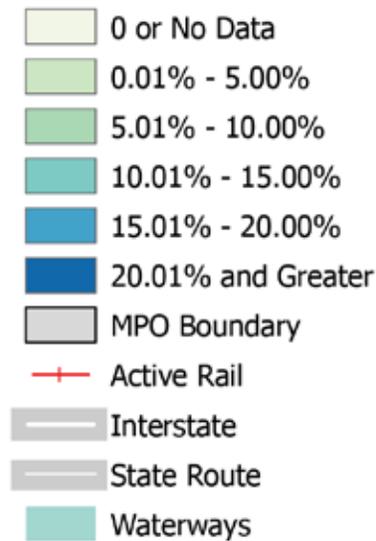


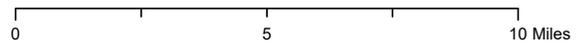
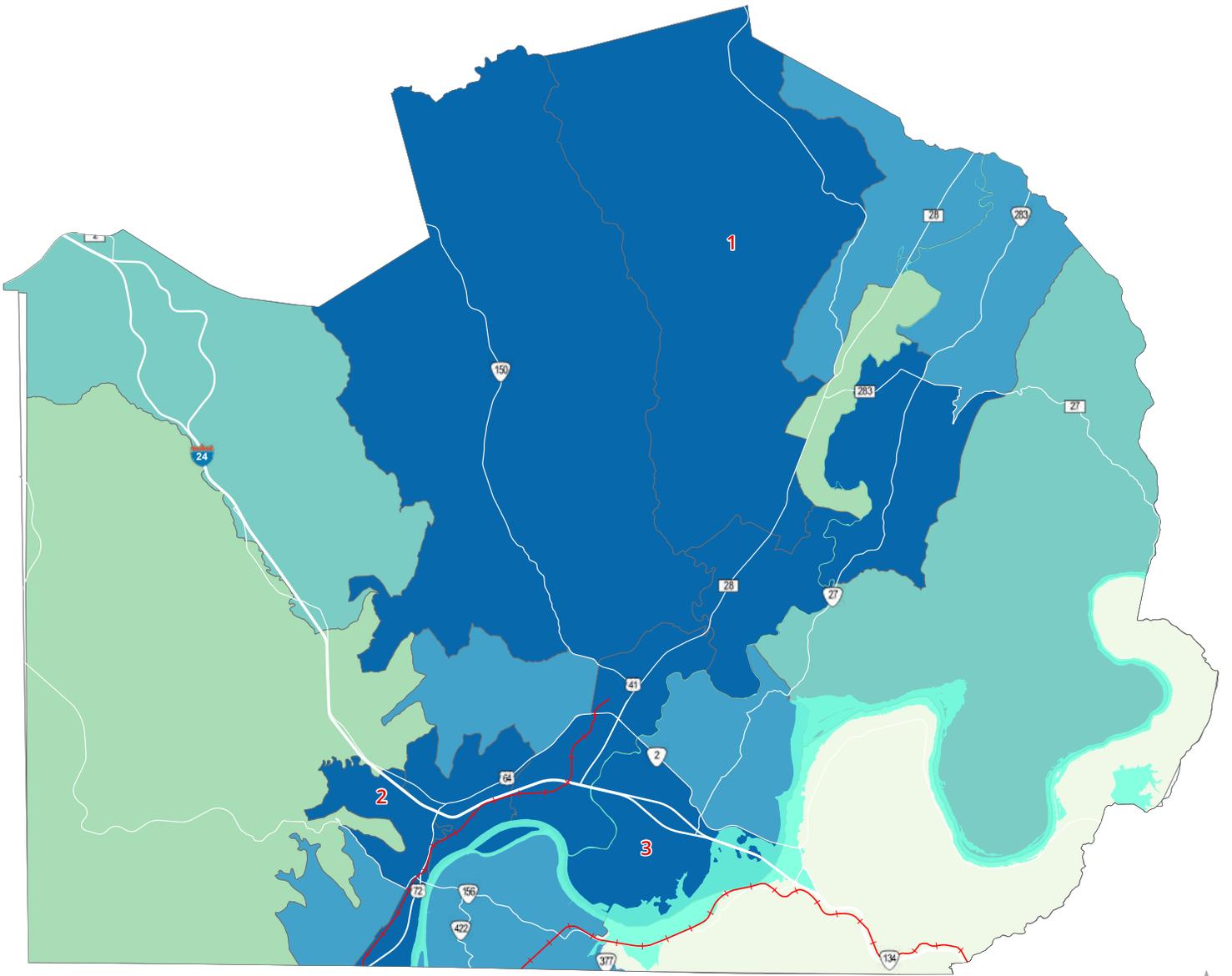
MARION COUNTY ECONOMIC PROFILE

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Block Group Rank</i>	<i>% of Residents</i>
1	48.10%
2	29.18%
3	26.68%

Percent of Residents in Manufacturing by Block Groups





North

MARION COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
Marion County School District	507
Lodge Manufacturing Company	434
Shaw Industries Group, Inc.	250
Westrock Rkt Company	226
Valmont Industries, Inc.	200
Walmart, Inc.	195
Variform, Inc.	192
Marion County Government	130
Lowe's Home Centers, LLC	125
Signature Healthcare, LLC	120

AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
1	Information	1,141
2	Manufacturing	1,005
3	Construction	981
5	Natural Resources and Mining	875
7	Trade, Transportation, and Utilities	738

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Manufacturing	40.28%
Trade, Transportation and Utilities	28.87%

EMPLOYMENT LQ

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	2.71
2	Leisure and Hospitality	1.87
3	Trade, Transportation and Utilities	1.28

ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
1	Trade, Transportation, and Utilities	137
2	Leisure and Hospitality	58
3	Education and Health Services	53
5	Manufacturing	34
9	Natural Resources and Mining	5

☆☆☆
SEQUATCHIE VALLEY
 TENNESSEE

Discover **SEQUATCHIE VALLEY** ★
 Welcome to Marion County



JASPER
 Jasper is a small town in the Sequatchie Valley. It is known for its scenic views and historic architecture. The town is located in the northern part of Marion County.

SOUTH PITTSBURG
 South Pittsburg is a town in the Sequatchie Valley. It is known for its scenic views and historic architecture. The town is located in the southern part of Marion County.

NEW HOPE
 New Hope is a town in the Sequatchie Valley. It is known for its scenic views and historic architecture. The town is located in the western part of Marion County.

WHITWELL
 Whitwell is a town in the Sequatchie Valley. It is known for its scenic views and historic architecture. The town is located in the central part of Marion County.

ORME
 Orme is a town in the Sequatchie Valley. It is known for its scenic views and historic architecture. The town is located in the eastern part of Marion County.

KIMBALL
 Kimball is a town in the Sequatchie Valley. It is known for its scenic views and historic architecture. The town is located in the northern part of Marion County.

POWELLS CROSSROADS
 Powells Crossroads is a town in the Sequatchie Valley. It is known for its scenic views and historic architecture. The town is located in the southern part of Marion County.

MARION COUNTY
 18 17

Visit Marion County, Tennessee

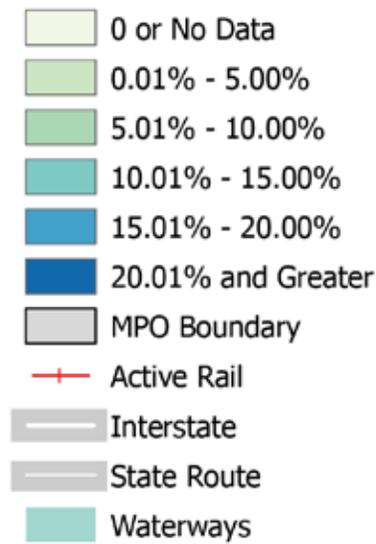


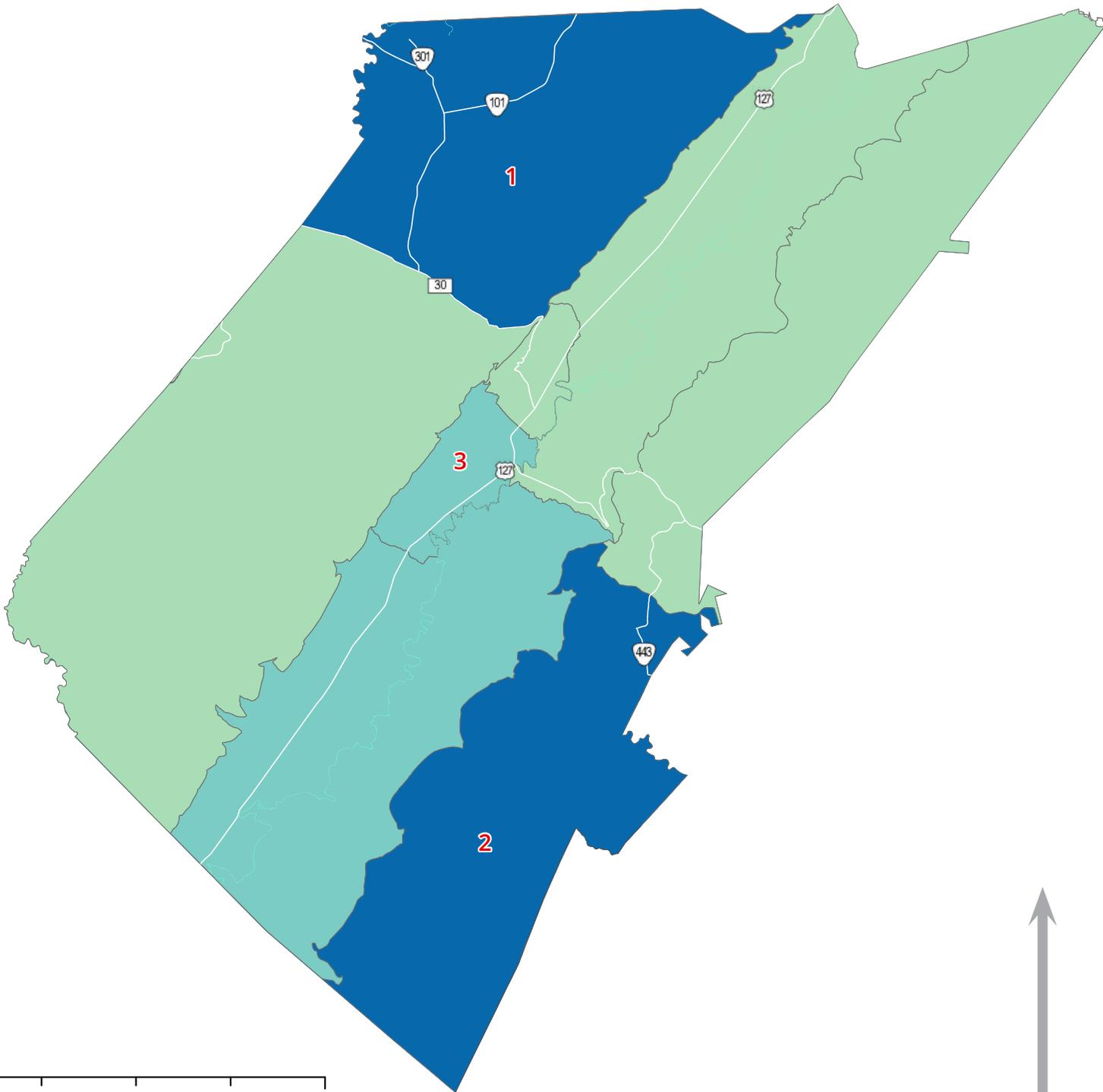
MCMINN COUNTY ECONOMIC PROFILE

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Block Group Rank</i>	<i>% of Residents</i>
1	45.92%
2	39.95%
3	36.91%

Percent of Residents in Manufacturing by Block Groups





0 5 10 Miles

North

MCMINN COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
Denso Manufacturing Athens Tennessee, Inc.	1,400
McMinn County Board of Education	713
Resolute Forest Products	567
Waupaca Foundry, Inc.	554
Heil Trailer International, LLC	500
Adient US LLC	452
Mayfield Dairy Farms, LLC	350
Thomas & Betts Corporation	350
Athens Regional Medical Center, LLC	305
Manville Johns Corporation	300

AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
1	Manufacturing	1,172
2	Financial Activities	1,031
3	Construction	978
5	Natural Resources and Mining	720
8	Trade, Transportation, and Utilities	598

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Manufacturing	53.28%
Trade, Transportation and Utilities	12.97%

EMPLOYMENT LQ

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	4.06
2	Leisure and Hospitality	0.90
3	Trade, Transportation and Utilities	0.82

ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
1	Trade, Transportation, and Utilities	226
2	Education and Health Services	137
3	Professional and Business Services	116
6	Manufacturing	84
10	Natural Resources and Mining	13

NORTH

411

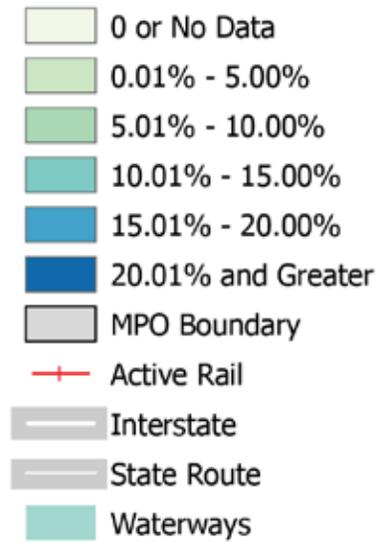


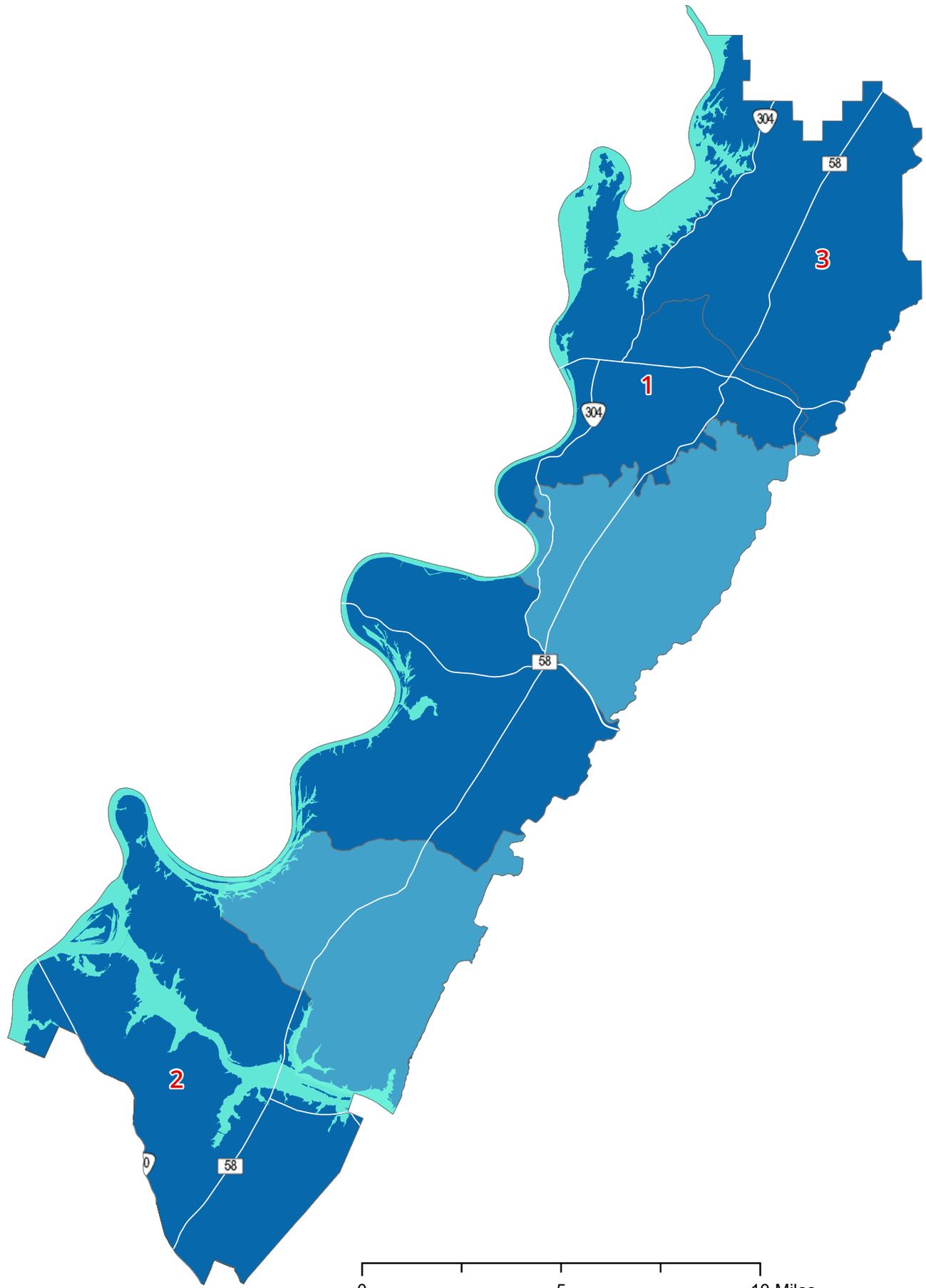
MEIGS COUNTY ECONOMIC PROFILE

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Block Group Rank</i>	<i>% of Residents</i>
1	50.29%
2	27.40%
3	27.27%

Percent of Residents in Manufacturing by Block Groups





0 5 10 Miles



North

MEIGS COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
Shaw Industries Group, Inc.	322
Meigs County Schools	300
Storm Manufacturing Corporation	250
County of Meigs	115
Solomon Corp	80

AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
1	Financial Activities	1,218
2	Professional and Business Services	1,081
4	Manufacturing	893
5	Trade, Transportation, and Utilities	750
N/A	Natural Resources and Mining	0

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Manufacturing	65.26%
Trade, Transportation and Utilities	12.71%

EMPLOYMENT LQ

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	5.54
2	Leisure and Hospitality	0.82
3	Trade, Transportation and Utilities	0.57

ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
1	Trade, Transportation, and Utilities	29
2	Education and Health Services	19
3	Manufacturing	14
4	Leisure and Hospitality	13
9	Natural Resources and Mining	2

MEIGS COUNTY

Blythe Ferry
Cherokee Removal
Memorial Park



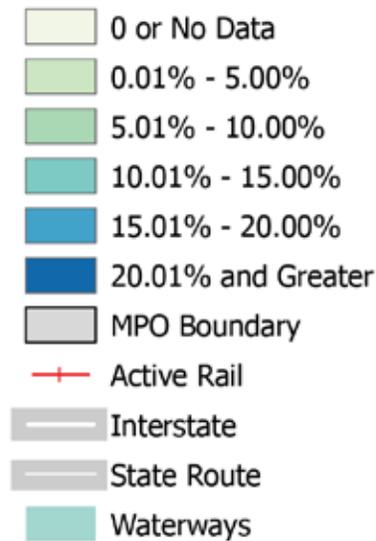
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Trail of Tears
National Historic Trail

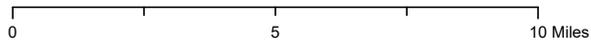
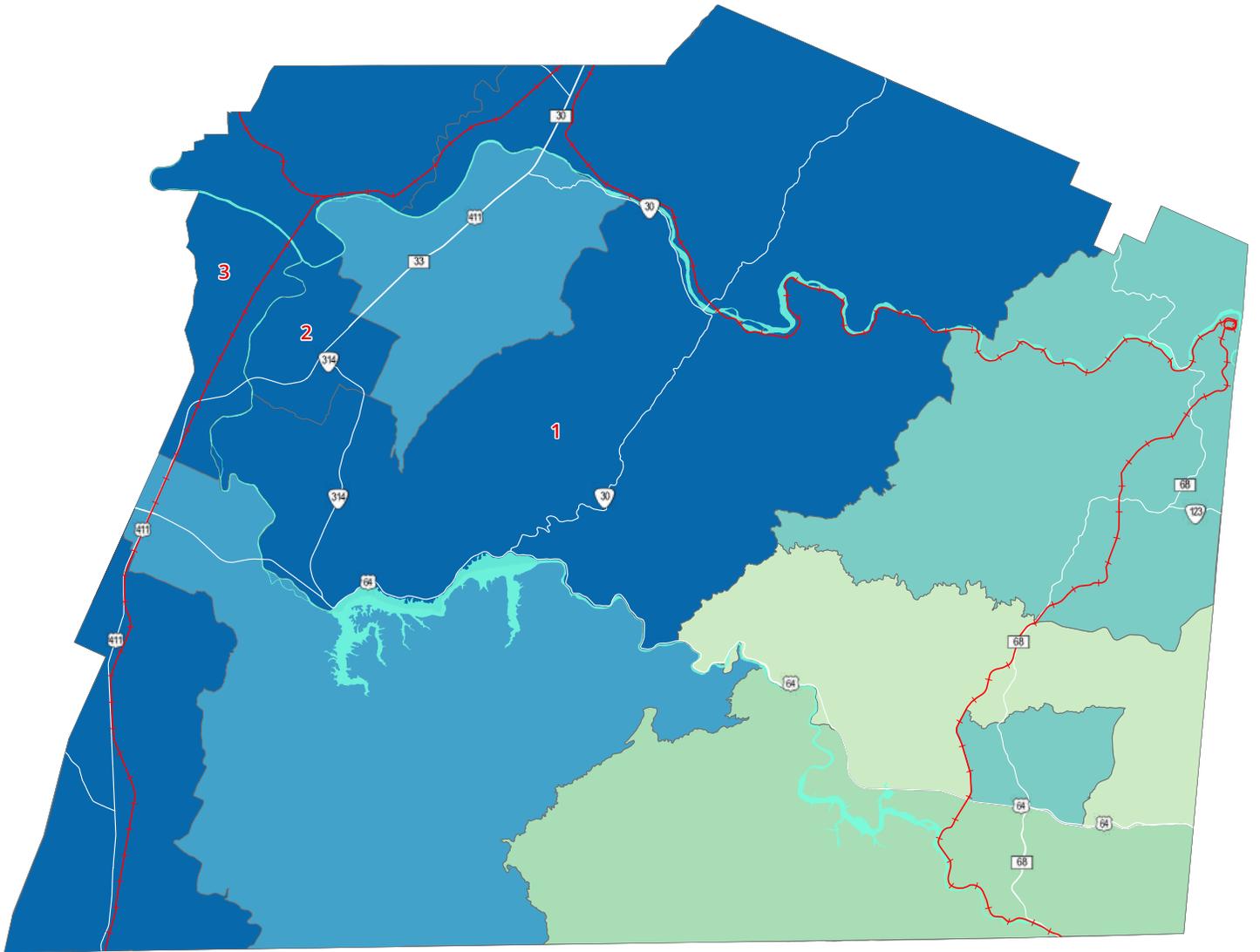
POLK COUNTY ECONOMIC PROFILE

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Block Group Rank</i>	<i>% of Residents</i>
1	37.31%
2	30.30%
3	30.16%

Percent of Residents in Manufacturing by Block Groups





North

POLK COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
Polk County Board of Education	272
Life Care Centers of America, Inc.	103
Polk County Government	100
Angiosystems, Inc.	75
Ocoee Retreat Center & Camps, Inc.	50

AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
1	Information	1,702
2	Education and Health Services	791
3	Trade, Transportation, and Utilities	785
5	Manufacturing	663
N/A	Natural Resources and Mining	0

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Trade, Transportation and Utilities	35.16%
Manufacturing	14.98%

EMPLOYMENT LQ

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Leisure and Hospitality	3.20
2	Manufacturing	0.97
3	Trade, Transportation and Utilities	0.89

ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
1	Trade, Transportation, and Utilities	61
2	Leisure and Hospitality	46
3	Education and Health Services	34
6	Manufacturing	16
10	Natural Resources and Mining	2



SCENIC BYWAY

OCOEE
RIVER

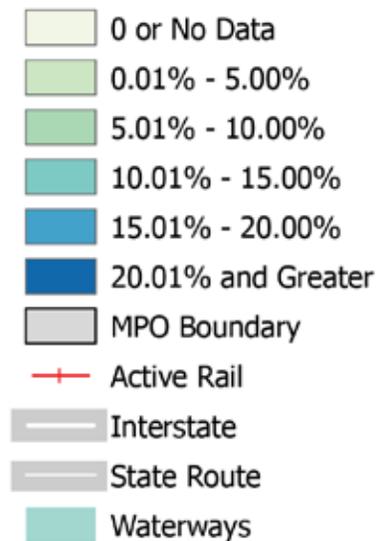


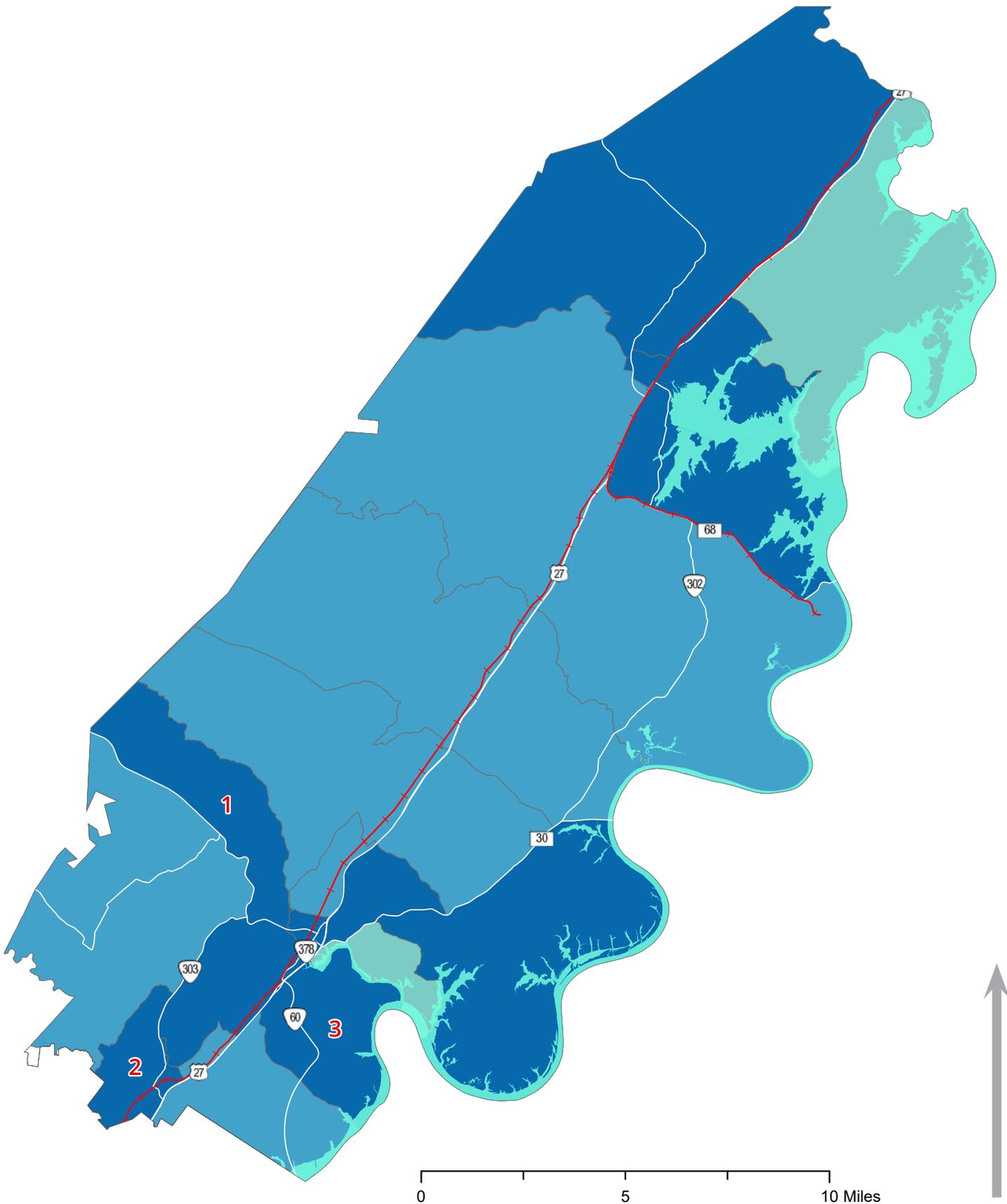
RHEA COUNTY ECONOMIC PROFILE

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

<i>Block Group Rank</i>	<i>% of Residents</i>
1	37.93%
2	37.23%
3	29.51%

Percent of Residents in Manufacturing by Block Groups





0 5 10 Miles

North

RHEA COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
La-Z-Boy Incorporated	1,400
Tennessee Valley Authority	1,000
Rhea County School District	750
Bryan College	450
Robinson Manufacturing Company	355
Suburban Manufacturing Company	350
Rhea Medical Center	220
County of Rhea	200
Walmart, Inc.	200
Spring City Care & Rehab Center	150

AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
1	Information	1,530
2	Manufacturing	1,048
3	Construction	894
5	Natural Resources and Mining	764
9	Trade, Transportation, and Utilities	541

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Manufacturing	46.68%
Trade, Transportation and Utilities	15.23%

EMPLOYMENT LQ

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	3.19
2	Leisure and Hospitality	1.05
3	Natural Resources and Mining	0.84

ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
1	Trade, Transportation, and Utilities	120
2	Education and Health Services	76
3	Leisure and Hospitality	63
6	Manufacturing	35
9	Natural Resources and Mining	13



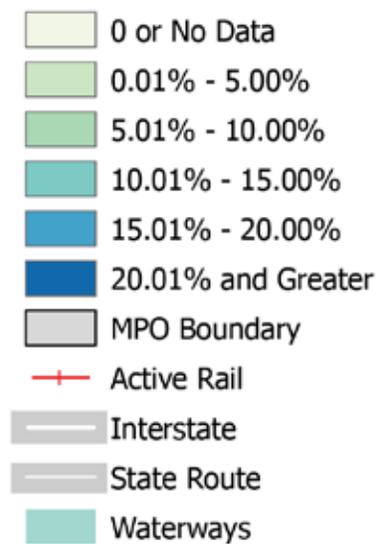
RHEA COUNTY COURTHOUSE

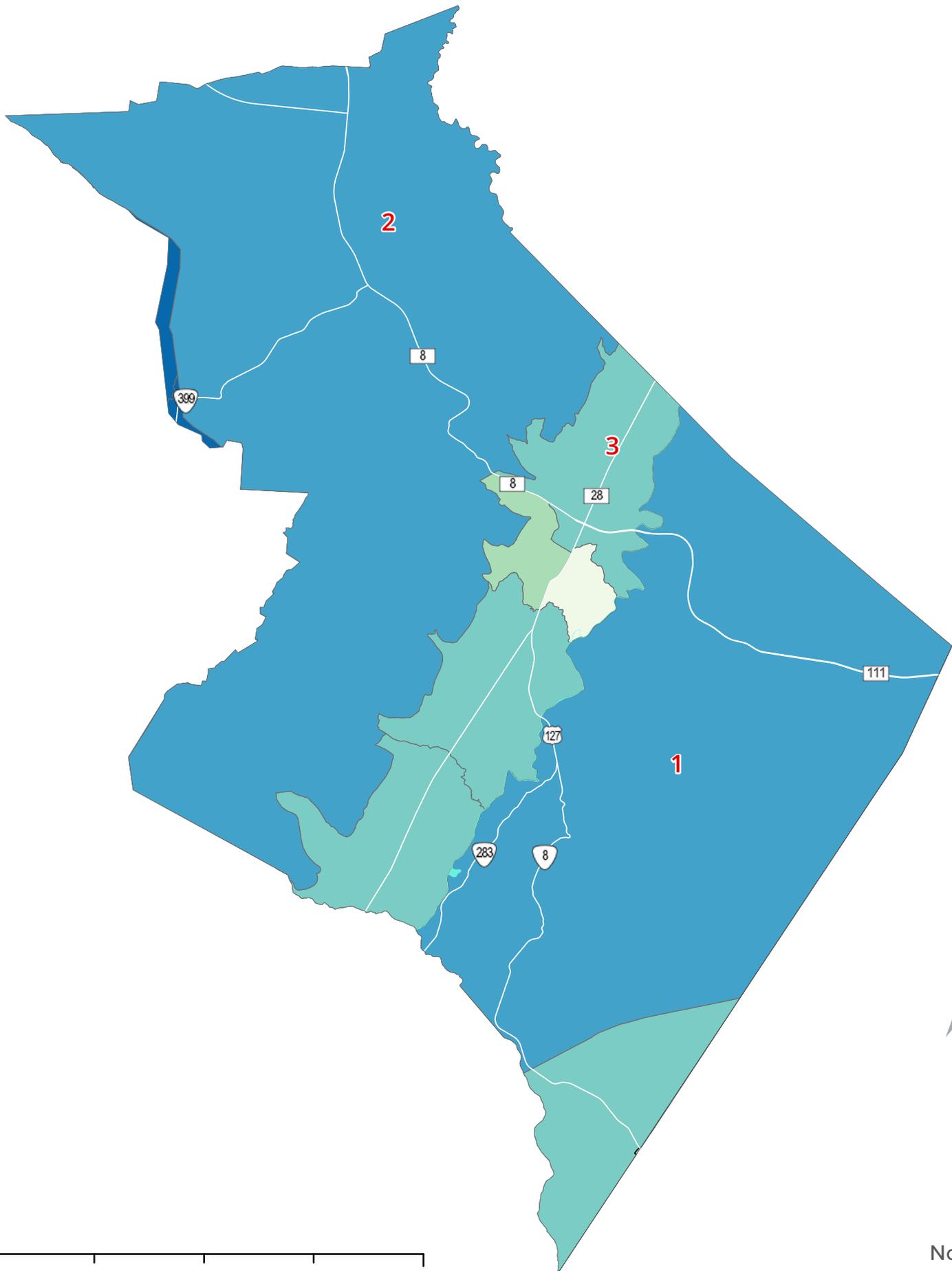
SEQUATCHIE COUNTY ECONOMIC PROFILE

HIGHEST % OF RESIDENTS WORKING IN MANUFACTURING

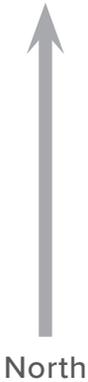
<i>Block Group Rank</i>	<i>% of Residents</i>
1	19.15%
2	17.93%
3	14.18%

Percent of Residents in Manufacturing by Block Groups





0 5 10 Miles



North

SEQUATCHIE COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS

<i>Employer</i>	<i>Est. Employees</i>
Sequatchie County Board of Education	350
Mann + Hummel Usa, Inc.	250
Southeast Tennessee Human Resource Agency	225
Walmart, Inc.	175
National Healthcare Corporation	120

AVERAGE WEEKLY WAGES

<i>County Rank</i>	<i>Industry</i>	<i>Average Weekly Wage</i>
1	Manufacturing	904
2	Financial Activities	769
3	Professional and Business Services	664
5	Trade, Transportation, and Utilities	592
N/A	Natural Resources and Mining	0

MAJOR INDUSTRY

<i>Industry</i>	<i>% of TQW</i>
Trade, Transportation and Utilities	25.08%
Manufacturing	20.53%

EMPLOYMENT LQ

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	1.55
2	Financial Activities	1.33
3	Leisure and Hospitality	1.11

ESTABLISHMENTS

<i>County Rank</i>	<i>Industry</i>	<i>Total Establishments</i>
1	Trade, Transportation, and Utilities	64
2	Professional and Business Services	40
3	Education and Health Services	26
7	Manufacturing	14
9	Natural Resources and Mining	5



CHERRY ST



Welcome to Dunlap

Welcome to Dunlap

DUNLAP
COKE OVENS PARK



HISTORIC SITE
DUNLAP COKE
OVENS. →



Land Use

A crucial element of transportation planning is the need for coordination among city, county, and regional organizations to address land use, transportation, and economic development. Rural counties throughout the state of Tennessee are working to maintain current economic conditions while seeking new and diverse economic development opportunities. Linking transportation and land use refers to the process of guiding the development and expansion of communities with the goal of better coordination of land use and transportation that accommodates mobility, safety, improves road network connectivity, and includes a multi-modal approach to transportation. The following paragraphs show land use patterns in the Southeast RPO. Land use patterns affect the traffic patterns in a region. For example, industrial land uses typically generate freight traffic, clusters of commercial development generate traffic on roads serving these locations, and residential land uses generate residential traffic on roads accessing the residential developments.

Existing Land Use

The land use in the Southeast Tennessee RPO is predominantly agricultural, followed by public land uses, and residential. Agricultural lands make up a 67 percent of land uses in the Southeast RPO. More residential, industrial, and commercial office uses occur near existing towns and main travel corridors. Areas experiencing growth and the locations of activity centers vary throughout the region.

Bledsoe County

Most of the acreage in Bledsoe County is for agricultural land uses (83.3 percent). About 6.1 percent of land uses are public lands, which is closely followed by residential land uses. Just a very small amount of acreage consists of commercial and industrial land uses. Development in Bledsoe County is clustered along the main arterial roads SR 30 and US Hwy. 127, and in the city of Pikeville. The western part of the county contains part of the Fall Creek Falls State Park. Pikeville is experiencing industrial growth. Virnig Manufacturing Inc, a tractor parts manufacturer is expanding its base in Pikeville creating 74 new jobs. Aviagen Feed Mills, a global poultry breeding company, is developing a feed processing facility in Pikeville, off the Hwy. 28 Bypass.

Bradley County

Bradley County has a lower acreage of agricultural land uses compared to some of the other counties with 61.1 percent. About a quarter (26.3 percent) of land uses are residential. The larger share of residential land uses can be attributed to urban development around the City of Cleveland in comparison to the other mostly rural counties. About 6.5 percent of land uses are commercial. Bradley County's share of commercial and industrial land uses are the highest compared to other counties in the RPO. There are several commercial areas located around the City of Cleveland.

Grundy County

Grundy County's land uses are predominantly agricultural (77.2 percent). About 10.2 percent of land uses are public lands followed by residential land uses. Residential and a few commercial land uses are mostly along the main travel corridor, SR 56, which leads through the towns of Altamont, Coalmont, Tracy City, and Monteagle. The eastern part of Grundy County, between SR 56 and SR 399 contains the Savage Gulf State Natural Area, part of the South Cumberland State Park, which is the main contributor to public land uses. There is an industrial park in Pelham on SR 50. Pelham has caverns that are a large tourist attraction that are open for exploration and concerts, including PBS's Bluegrass Underground. Most of Grundy County's revenues come from the tourism industry. A hotel development is currently planned in Grundy County, mainly to accommodate cavern and festival visitors. Tiny Homes developers are targeting several locations in Grundy County. A Tiny Home development is under development in Tracy City ("The Retreat at Water's Edge").

Marion County

Marion County is the largest county in the Southeast RPO (317,865 acres). In Marion County, 65.4 of the acreage is used for agricultural activities. Almost 17 percent of land uses are public lands, followed by 11.2 residential land uses. There is a low acreage used for industrial activity. The large public lands area includes Prentice Cooper State Forest located in the East and Franklin State Forest located in the West. Residential uses and most commercial clusters are along the major travel corridor, SR 28. The cities of South Pittsburg, Kimball, Jasper, and Whitwell are also along SR 28 and contain most of the existing development. Jasper Highlands and Aetna Mountain Development are recent residential developments in Marion County that are adding residential traffic to the roads. A residential development called "Nickajack Shores" is currently underway and will consist of 173 homes with waterfront access.

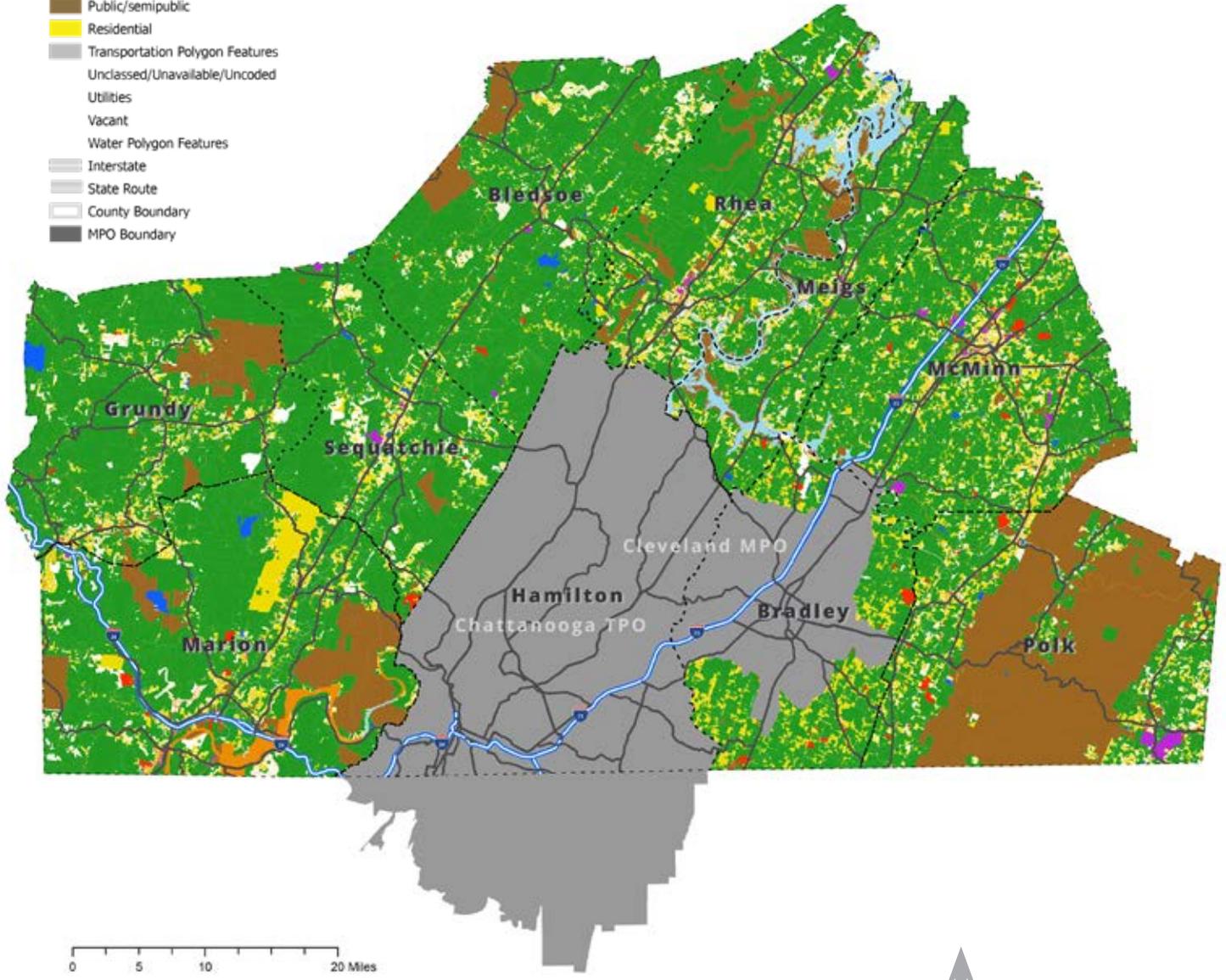
McMinn County

McMinn County consists of 73.4 percent agricultural land uses followed by 15.5 percent residential land uses. There are several commercial clusters around Athens and a larger commercial area near Etowah. Around 4,045 acres (1.5 percent) consist of commercial land uses. Industrial parks are in the north and northwest of Athens, one industrial area in Calhoun, and a large industrial area in Etowah. A state industrial access road application has been submitted to connect to the Etowah industrial site. According to local officials, there is a proposed housing development in Cedar Springs and a proposed annexation into the city. A school was built in Spring 2021 along SR 39.

LAND USE MAP

Land Use

- Agricultural/Timber
- Commercial
- Community Services
- Industrial
- Public/semipublic
- Residential
- Transportation Polygon Features
 - Unclassified/Unavailable/Uncoded
 - Utilities
 - Vacant
 - Water Polygon Features
 - Interstate
 - State Route
 - County Boundary
 - MPO Boundary



Meigs County

Meigs County is the smallest county in the Southeast RPO (119,846 acres). In Meigs County, 76.7 percent of land uses are agricultural, followed by 11.7 percent of residential land uses. Meigs County is mostly rural and has few commercial and industrial areas. The small industrial and commercial areas concentrate in and around the city of Decatur. Residential development is evenly dispersed throughout Meigs County, with some in the cities, along the river, and through the rural areas. According to local officials, the industrial park by SHAW could grow in the future. Residential growth is occurring outside of Hamilton County and spilling into Meigs County.

Polk County

Polk County has the highest acreage of public lands (156,782 acres), containing the Hiwassee Ocoee State Park, Lost Corral Recreation Area, and Cherokee National Forest. These recreational and forest areas make up 56.5 percent of the county's land uses. Approximately 30 percent of Polk County's land uses are agricultural, and 7.4 percent of land uses are residential. There is a large industrial area in Ducktown. According to Polk County officials, there is a warehouse industry along the south corridor, and they would like to see a truck stop in the near future along the US Hwy 411 corridor. Polk County's revenues are mainly derived from recreational tourism along the Ocoee River and in the Cherokee National Forest.

Rhea County

Like the other counties in the RPO, almost 70 percent of Rhea County's land uses are agricultural. The next largest shares of land use are residential (12.7 percent) and public lands (10.7 percent). Development clusters are along SR 29 (US Hwy. 27) in Dayton and Spring City. There is a larger industrial area in the north of the county and in Dayton which includes the Nokian Tyres plant that began production in 2020. According to local officials in Rhea County, there is residential development in Dayton. A lot of recreational development takes place in Rhea County around the lake and Spring City, with some being temporary homes. Rhea County is known for its bass fishing opportunities and hosts several tournaments during the year.

Sequatchie County

In Sequatchie County, agriculture dominates the land use with 81.5 percent. Residential land uses makeup 8.5 percent of the total acreage. In Sequatchie County, most of the residential development is along the arterial roadways, SR 111 and SR 283. Center Point area has a large industrial area west of SR 283. Commercial clusters are mainly along SR 28 (US Hwy 127). The county is experiencing growth in commercial development, for example, new restaurants are built and possibly a hotel is planned in the near future. According to local officials, mainly commercial development is occurring

downtown on Main St. in Dunlap. A large industrial development is being developed outside of Dunlap, west of US Hwy. 27. The city of Dunlap is also experiencing an increase in residential development. A luxury resort is planned for Sequatchie Valley that will include 800 residential homes with airplane hangars and 180 vacation homes.

Public Lands

There are 184 million acres of public lands in the Southeast RPO. This section lists the region's public parks and recreational areas.

Bledsoe County

Fall Creek Falls State Park; Bledsoe State Forest

Bradley County

Candies Creek Wildlife Management Area

Grundy County

Savage Gulf State Natural Area between SR 56 and SR 399 (part of South Cumberland State Park); Grundy Forest State Natural Area (part of South Cumberland State Park); Prentice Cooper State Forest located in the East part of Franklin State Forest; Foster Falls Recreation Area; Denny Cove

McMinn County

Cherokee National Forest; Chickamauga Wildlife Mgmt. Area

Meigs County

The county borders the Chickamauga Lake; Chickamauga Wildlife Management Area; Hiwassee Wildlife Refuge

Polk County

About 80 percent of the land area in Polk County is part of the Cherokee National Forest; Hiwassee Ocoee State Park; Lost Corral Recreation Area

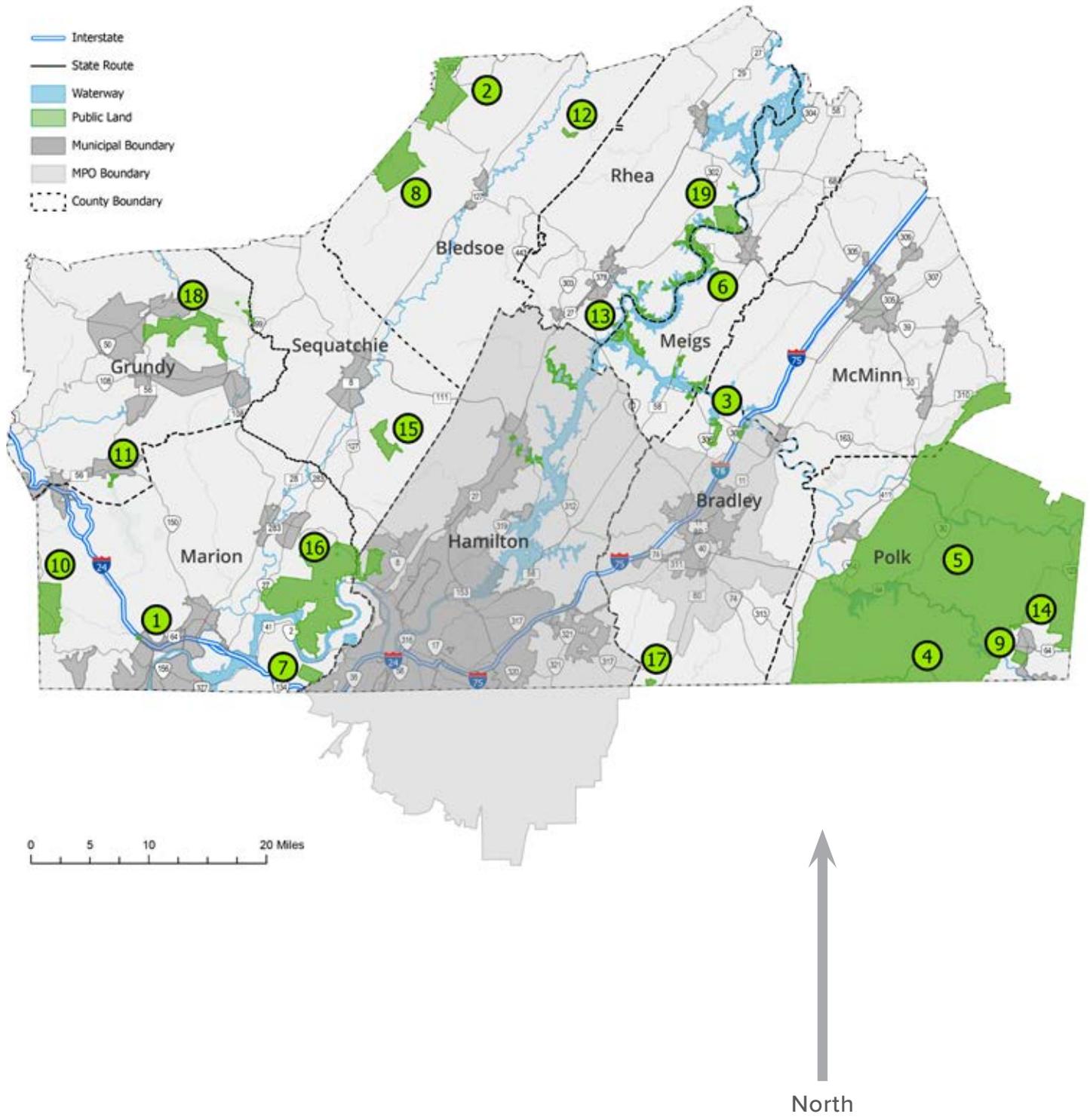
Rhea County

The county borders Chickamauga Lake and Watts Bar Lake; Whites Creek Small Wildlife Area; Rhea Springs Recreation Area; Yellow Creek Wildlife Management Area; Cotton Port Wildlife Management Area; Hiwassee Wildlife Refuge; Laurel Snow State Natural Area; Soak Creek State Scenic River; Justin P. Wilson Cumberland Trail State Park

Sequatchie County

North Chickamauga Creek Gorge State Park; Savage Gulf State Natural Area; Prentice Cooper State Forest.

PUBLIC LANDS MAP



PUBLIC LANDS USE TABLE

LABEL	NAME	TYPE	ACRES	OWNERSHIP
1	Battle Creek	Wetland	79	State of Tennessee (TWRA)
2	Bledsoe State Forest	State Forest	8,365	TDA
3	Candies Creek WMA	WMA	33	State of Tennessee (TWRA)
4	Chattahoochee National Forest	National Forest	867,000	Department of Defense (USDA/FS)
5	Cherokee National Forest	National Forest	655,598	Department of Defense (USDA/FS)
6	Chickamauga WMA	WMA	4,842	State of Tennessee (TWRA)
7	Cummings Cove	WMA	1,200	State of Tennessee (TWRA)
8	Fall Creek Falls State Park	Scientific State Natural Area	16,181	State of Tennessee (TDEC)
9	Fourth Fractional Township	WMA	654	State of Tennessee (TWRA)
10	Franklin Marion State Forest	State Forest	8,836	State of Tennessee (TDA)
11	Grundy State Forest	Recreational State Natural Area	234	State of Tennessee (TDEC)
12	Harp Wetland	Wetland	269	State of Tennessee (TWRA)
13	Hiwassee Refuge	Refuge	1,263	State of Tennessee (TWRA)
14	William L. Davenport Refuge	Scientific State Natural Area	106	State of Tennessee (TWRA)
15	North Chickamauga Creek WMA	WMA	1,944	State of Tennessee (TWRA)
16	Prentice Cooper SF & WMA	WMA	246,083	State of Tennessee (TWRA/TDA)
17	Red Clay State Historic Park	State Park	263	State of Tennessee (TDEC)
18	South Cumberland State Park	State Park	30,845	State of Tennessee (TDEC)
19	Yuchi Refuge	Refuge	2,365	State of Tennessee (TWRA)



COUNTY NAME	SOURCE
Marion	https://www.tn.gov/twra.html
Bledsoe	https://www.tn.gov/agriculture/forests/state-forests/bledsoe.html
Bradley/Hamilton/McMinn/Meigs/Rhea	https://www.tn.gov/twra/wildlife-management-areas.html
Polk	https://www.fs.usda.gov/conf
Polk	https://www.fs.usda.gov/cherokee/
Bradley/Hamilton/McMinn/Meigs/Rhea	https://www.tn.gov/twra/wildlife-management-areas/cumberland-plateau-r3/chickamauga-wma.html
Marion/Hamilton	https://www.tn.gov/twra/wildlife-management-areas.html
Bledsoe/Van Buren	https://tnstateparks.com/parks/fall-creek-falls
Polk	https://www.tn.gov/twra/wildlife-management-areas.html
Franklin	https://www.tn.gov/agriculture/forests/state-forests/franklin.html
Grundy	https://www.tn.gov/environment/program-areas/na-natural-areas/natural-areas-east-region/east-region-/na-na-grundy-forest.html
Bledsoe	https://www.tn.gov/twra/wildlife-management-areas/cumberland-plateau-r3/harp-wma.html
Rhea	https://www.tn.gov/twra/wildlife-management-areas/cumberland-plateau-r3/hiwassee-refuge.html
Polk	https://www.tn.gov/environment/program-areas/na-natural-areas/natural-areas-east-region/east-region-/na-na-william-l-davenport-refuge.html
Sequatchie	https://www.tn.gov/twra/wildlife-management-areas/cumberland-plateau-r3/north-chickamauga-creek.html
Hamilton/Marion	https://www.tn.gov/agriculture/forests/state-forests/prentice-cooper.html
Bradley	https://tnstateparks.com/parks/red-clay
Grundy/Franklin/Marion/Sequatchie	https://tnstateparks.com/parks/south-cumberland
Rhea	https://www.tn.gov/content/tn/twra/wildlife-management-areas/cumberland-plateau-r3.html



REGIONAL TRANSPORTATION NETWORK OVERVIEW

Transportation plays a vital role in the region's quality of life and economic viability. Generally, the need for transportation stems from the need to access goods, services, and other people within and beyond the region. The ease by which citizens can get to school, job, medical services, shopping and back again is dependent upon the efficiency and effectiveness of the RPO's transportation system. The Regional Transportation System section of the plan includes all transportation modes: roadways, public transportation, bikeways, greenways, freight movement, and airports. Nonmetropolitan areas comprise a large portion of Tennessee's geographic area. Providing an overview of conditions and current infrastructure throughout the region is critical in the statewide planning process.

The Southeast RPO's transportation network is comprised of two interstate facilities that serve as the main regional connectors and main freight traffic routes. Interstate 75 in the east runs through McMinn County into Bradley County and further into Hamilton County. Interstate 24 in the west runs through part of Grundy County and into Marion County. Besides the interstates, several principal arterial roadways serve as regional connectors, connecting counties and cities, and typically carry high car and truck volumes. The most important principal arterial roadways serving as north-south connectors are SR 28 (US Hwy. 127), SR 58, SR 2 (US Hwy. 11), SR 33 (US Hwy. 411), and SR 29 (US Hwy. 27). Some of the main east-west principal arterial roadways are SR 30, SR 111, SR 40 (US Hwy. 64).

Other transportation infrastructure in the region includes five airports. The only large commercial airport is in Chattanooga in Hamilton County. There are four railway lines serving the RPO. The main railway lines are CSX, serving McMinn, Marion, and Polk counties. Norfolk Southern Railway Company (NS) serves Bradley, McMinn, and Rhea counties.

This chapter includes details on percentage changes in traffic volumes, roadway capacity (v/c ratio), truck volumes, and commuting patterns. The proximity of the Southeast RPO to Cleveland MPO and Chattanooga TPO influences commute patterns, freight traffic, and recreational traffic of the neighboring counties and most likely the whole region. Most roads in the Southeast RPO experienced traffic volume increases between 2009 and 2019 indicating overall growth in residential development. There are a few capacity issues, particularly in the cities in the RPO. The main freight corridors in the region are the interstates and the principal arterial roadways, which are most heavily traveled by freight trucks. Commuting

patterns are described and indicate flows of commuters between the counties in the RPO and commute to the Chattanooga and Cleveland MPOs, which have large numbers of employment places. Commute mainly occurs between bordering counties.

In the Southeast RPO, 56.2 percent of roads are suitable for bicycle travel and 43.8 percent of roads are unsuitable as determined by TDOT. There are 127.1 miles of sidewalks in the RPO. The most miles of sidewalks are in McMinn County. There are 3.3 miles of bike lanes along state routes in the RPO in Dunlap, Sequatchie County and Monteagle, Grundy County. The Southeast RPO has 12.8 miles of greenways. McMinn County has the most greenway miles in the RPO. Public transportation is provided by the Southeast Transportation Human Resource Agency (SETHRA) with demand-responsive service. A total number of 96,958 trips were provided in 2021.

Safety is always a concern and rural road safety is addressed by TDOT in various safety projects. There are 46 TDOT safety projects in the Southeast RPO. Most of these projects include improvements such as signage, pavement markings, etc.

Other Transportation Infrastructure

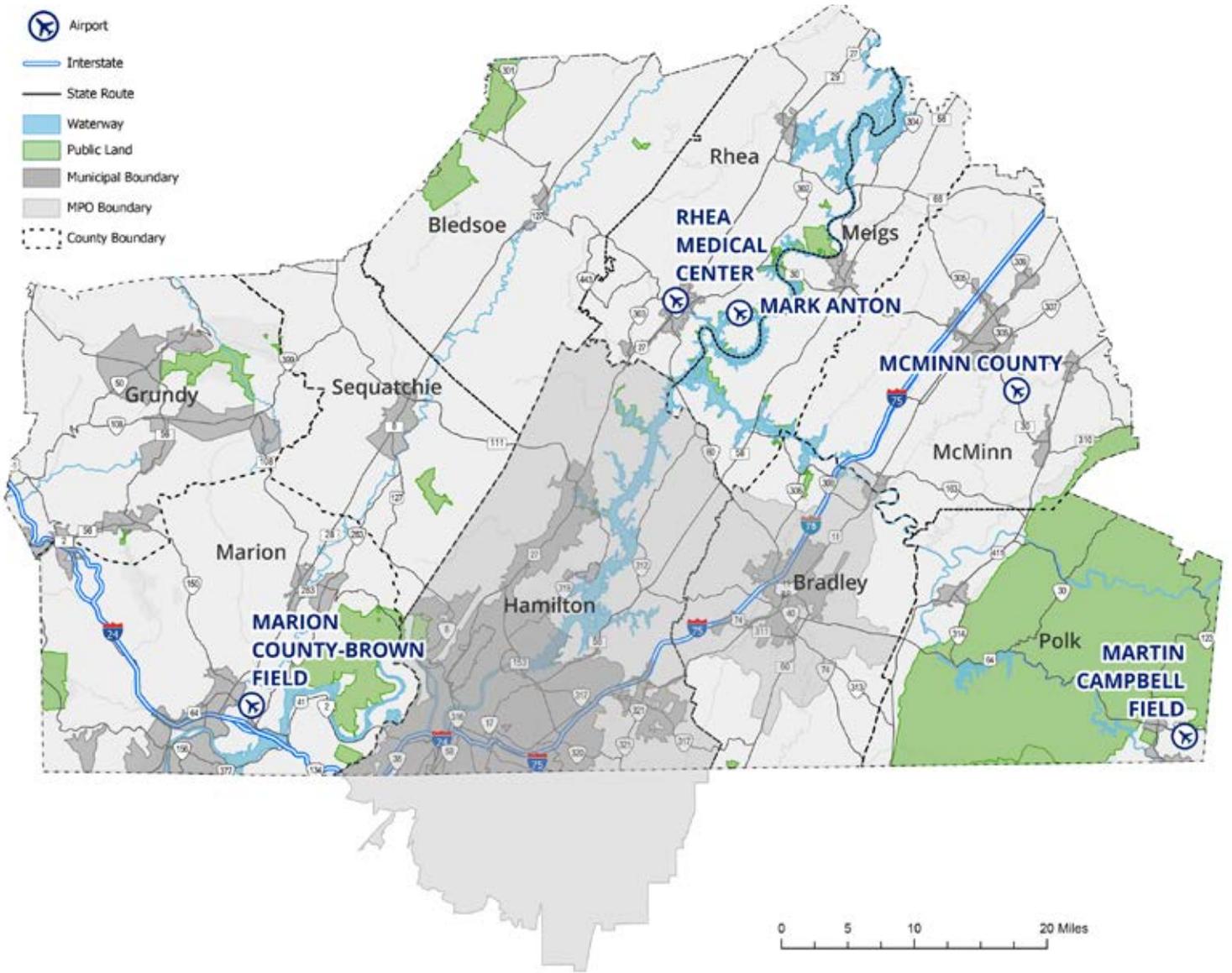
Airports

Tennessee's aviation system is made up of 78 public-use airports, which serve aviation needs from commercial passenger jet operations to single-engine recreational flights. The TDOT Aeronautics Division undertook an Aviation Economic Impact Study in 2019. This study determined that Tennessee's aviation system generated 220,936 jobs and contributed \$40 billion in 2019 to the state's economy, accounting for 11% of Tennessee's 2019 gross domestic product (GDP). There are five airports in the Southeast RPO.

Bradley County

Bradley County outside the Cleveland MPO does not have an airport. In the Cleveland MPO is one regional airport, the Cleveland Regional Jetport (RZR). The runway length is 6,200' and width is 100'. It is Tennessee's newest airport and was built in 2013. Cleveland Regional Jetport is popular with recreational users by providing access to the nearby Ocoee River and Cherokee National Forest. The airport has a fixed-based operator, Azure Flight Support, which provides aircraft rentals, flight instruction, and repair options. The airport generated \$8.2 million in business revenue and provides 63 jobs.

AIRPORTS MAP



McMinn County

McMinn County's airport is McMinn County Airport (MMI) near the City of Athens. The airport has a 6,450' runway allows it to attract a wide variety of general aviation traffic. The airport has one fixed-based operator, Athens Air, which provides services such as self-service fuel, rental and crew cars, and forklifts. Multiple businesses, including Mayfield Dairy and Denso Manufacturing, contribute to the business activity at the airport. In 2019, the airport generated \$3.2 million.

Rhea County

Rhea County has one airport. Mark Anton Airport (2A0) is in the Cumberland Mountains next to the City of Dayton. Its runway length is 5,001' with a width of 100'. The airport can support business activity, as well as recreational users and flight training. The airport is supported by the Civil Air Patrol as a tenant and the new Cirrus Delivery Center that frequents the airport for flight training. In 2019, the airport generated \$2.2 million in revenue.

Polk County

Polk County has one airport, Martin Campbell Field in Copperhill (1A3). The runway length is 3,500' and width is 75'. Martin Campbell Field accommodates a wide range of general aviation traffic, including recreational flying, flight training, and business travel. In 2019, the airport generated \$431,000 in revenue.

Outside the Southeast RPO, Hamilton County has one major airport in Chattanooga, the Chattanooga Metropolitan Airport/Lovell Field. The airport has two runways (runway lengths: 7,400' and 5,575'). The airport is a major commercial airport in the region and serves several cities in the US.

Railroads

The Southeast RPO has four railway companies serving most of the counties, except Bledsoe, Grundy, Meigs, and Sequatchie counties, which do not have railroad access. The railroad companies are CSX Transportation (CSX), Norfolk Southern Railway Company (NS), Sequatchie Valley Switching Company (SQSC), and Tennessee Overhill Heritage Association (TOHX).

Bradley County

One railroad company serves Bradley County, Norfolk Southern Railway Company (NS). Bradley County has a total of 58 crossings: 27 public at-grade crossings, eight public grade-separated crossings, and 23 private crossings. The NS line is active and on average runs about 18 daily trips.

Marion County

Two railroad companies serve Marion County, CSX Transportation (CSX) and Sequatchie Valley Switching Company (SQSC). Marion County has a total of 48 crossings: 23 public at-grade crossings, nine public grade-separated crossings, and 16 private crossings. The CSX line is active and on average runs about 35 daily trips and the SQSCline is also active and on average runs about 2 daily trips.

McMinn County

Two railroad companies serve McMinn County, CSX Transportation (CSX) and Norfolk Southern Railway Company (NS). McMinn County has a total of 80 crossings: 38 public at-grade crossings, 17 public grade-separated crossings, and 25 private crossings. The CSX line is active and on average runs about 13 daily trips and the NS line is also active and on average runs about 18 daily trips.

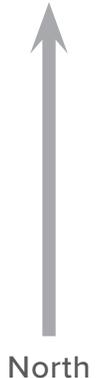
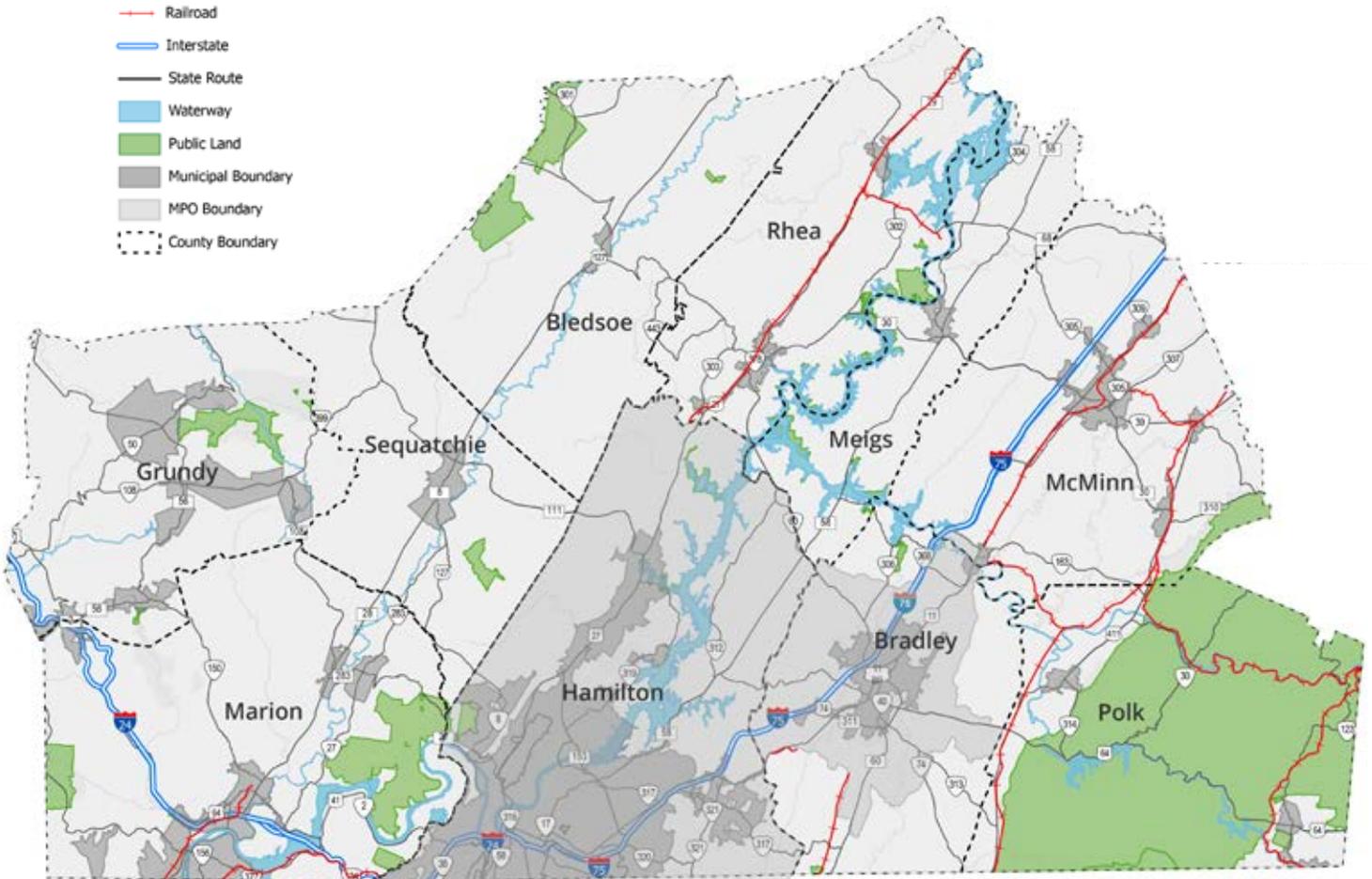
Polk County

Two railroad companies serve Polk County, CSX Transportation (CSX) and Tennessee Overhill Heritage Association (TOHX). Polk County has a total of 81 crossings: 43 public at-grade crossings, 22 public grade-separated crossings, and 16 private crossings. The CSX line is active and on average runs about 14 daily trips and the TOHX line is also active and on average runs about two daily trips.

Rhea County

One railroad company serves Rhea County, Norfolk Southern Railway Company (NS). Rhea County has a total of 54 crossings: 29 public at-grade crossings, six public grade-separated crossings, and 19 private crossings. The NS line is active and on average runs about 37 daily trips.

RAILROADS MAP



Bridges

There are currently 14 state-owned structurally deficient highway bridges in the Southeast Tennessee RPO. In addition to the state-owned bridges there are 19 locally owned structurally deficient highway bridges in the Southeast RPO.

TDOT evaluates bridges and assigns them a sufficiency rating. The “bridge sufficiency rating”, a major factor in bridge monitoring, is an overall rating of a bridge’s fitness calculated based 55 percent on the structural evaluation, 30 percent on the obsolescence of its design, and 15 percent on its importance to the public. “Structural deficiency” or “structural soundness” measures the deterioration and/or damage of a bridge. “Functional obsolescence” is a function that measures a bridge’s geometric design standards. As standards change with time, geometric design must be updated to comply with current safety standards. “Essentiality”, which is one of the functions evaluated to determine structural deficiency, measures the potential impacts to emergency evacuation. The lower the number of the sufficiency rating the worse the condition of the bridge.

A few bridges have a low sufficiency rating in the 20s, discussed here. One bridge with a low rating of 27 is on SR 68 across Brush Creek in Polk County. Two bridges also have low sufficiency ratings in the 30s, a bridge on SR 163 across Conasauga Creek in McMinn County and a bridge on SR 40 across Ocoee River in Polk County. Bridges with a sufficiency rating in the 40s are bridges on SR 15 across I-24 in Marion County, SR 60 across the Tennessee River in Meigs County, and SR 68 across SR 29 in Rhea County.

The data of insufficient state-owned and locally owned bridges was sourced from TRIMS in 2019. It is subject to change every year.





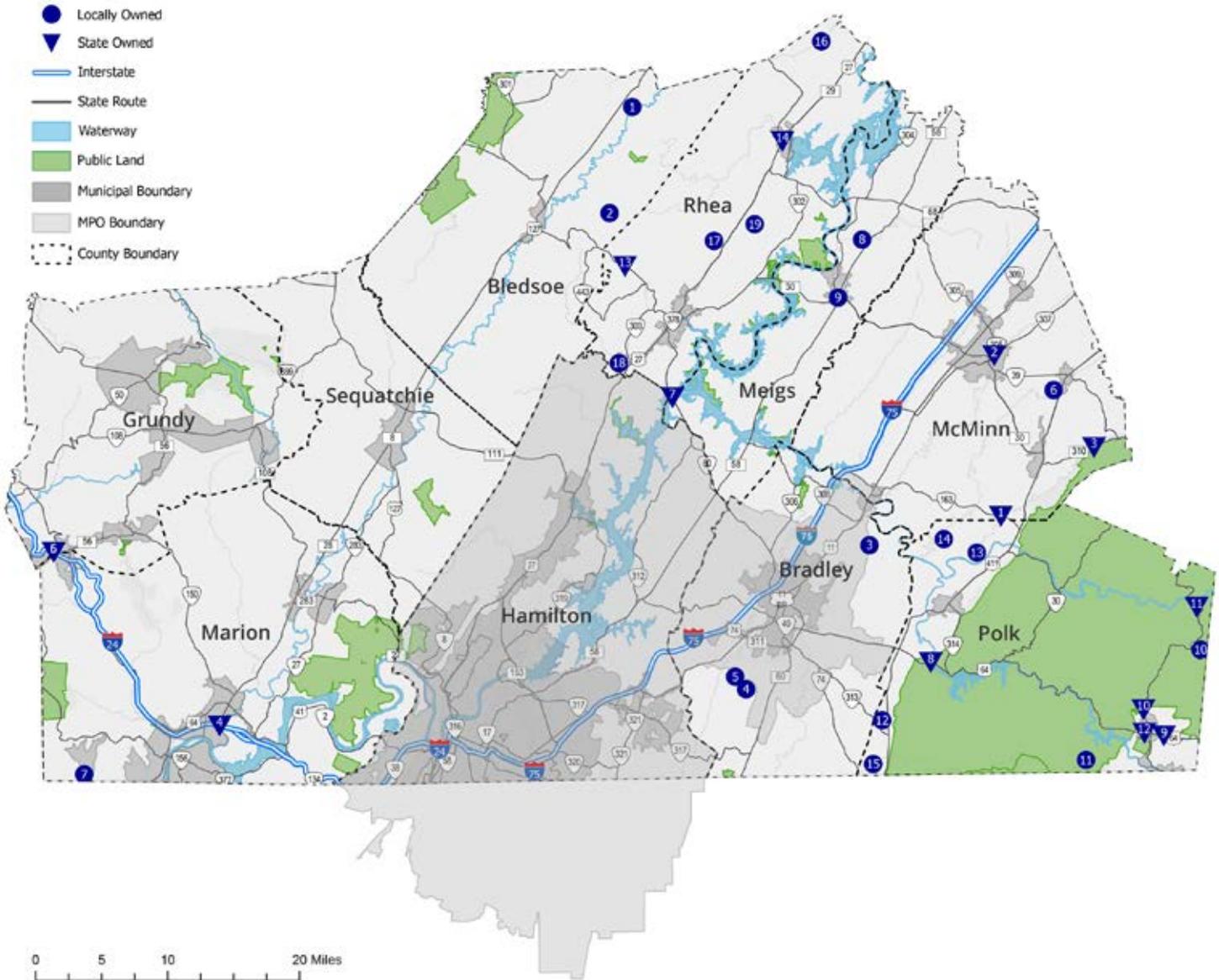
STATE OWNED STRUCTURALLY DEFICIENT HIGHWAY BRIDGES

<i>Label</i>	<i>Bridge ID</i>	<i>County</i>	<i>Route</i>	<i>Feature Intersected</i>	<i>Inspection Date</i>	<i>Year Built</i>	<i>Sufficiency Rating</i>
1	54SR16300111	MCMINN	SR163	CONASAUGA CREEK	2021-04-14	1958	39.4
2	54S432000011	MCMINN	SR307	OOSTANAULA CREEK	2021-04-19	1986	61.4
3	54S427600071	MCMINN	SR310	CONASAUGA CREEK	2021-04-06	1973	51.1
4	58I002400371	MARION	I0024	SEQUATCHIE RIVER	2020-08-24	1965	64.1
5	58I002400021	MARION	SR015	SR-15 / I-24	2020-07-27	1959	65.6
6	58I002400011	MARION	SR015	SR-15 / I-24	2020-07-27	1959	49.4
7	61SR06000011	MEIGS	SR060	TENNESSEE RIVER	2021-05-25	1995	49.8
8	70SR04000051	POLK	SR040	OCOEE RIVER	2020-04-06	1937	33.9
9	70SR04000301	POLK	SR040	BURRA-BURRA CREEK	2020-04-15	1940	68.3
10	70SR06800131	POLK	SR068	BRUSH CREEK	2020-05-12	1943	27
11	70SR06800051	POLK	SR068	HIWASSEE RIVER	2020-05-11	1964	52.8
12	70SR04000261	POLK	SR068	SR 40	2020-05-05	1966	54.9
13	72SR03000011	RHEA	SR030	TIGUES CREEK	2020-09-16	1966	55.2
14	72SR02900291	RHEA	SR068	SR 68 / SR 29 & SOU RR	2020-09-10	1989	48.5

LOCALLY OWNED STRUCTURALLY DEFICIENT HIGHWAY BRIDGES

<i>Label</i>	<i>Bridge ID</i>	<i>County</i>	<i>Route</i>	<i>Feature Intersected</i>	<i>Inspection Date</i>	<i>Year Built</i>	<i>Sufficiency Rating</i>
1	040217400031	BLEDSON	02174	SWAFFORD BRANCH	2020-06-30	1976	38.6
2	040A17900011	BLEDSON	0A179	COALBANK BRANCH	2020-07-09	1974	28.7
3	060226500091	BRADLEY	02265	CHATATA CREEK	2019-10-15	1940	33.1
4	060225900051	BRADLEY	0A003	BLACK FOX CREEK	2019-10-09	1940	48.9
5	060A02600011	BRADLEY	0D947	BLACK FOX CREEK	2019-10-14	1940	5.9
6	540A34700011	MCMINN	0A347	CHESTUEE CREEK	2019-08-12	1973	56.2
7	580215300031	MARION	02153	DRY CREEK	2020-09-29	1979	56.9
8	610A02200011	MEIGS	0A022	SEWEE CREEK	2019-06-03	1884	15.2
9	61SR03000011	MEIGS	0A733	DECATUR BRANCH	2019-06-12	1931	27.9
10	700122100051	POLK	01221	BRANCH	2020-05-13	1960	70.7
11	700A07400011	POLK	0A074	TUMBLING CREEK	2020-05-27	1936	20.2
12	700A20700011	POLK	0A207	OLD FORT CREEK	2020-06-02	1970	17.6
13	700A31700011	POLK	0A317	CSX RAILROAD	2020-06-15	1915	24.4
14	700A32000011	POLK	0A320	CHESTUEE CREEK	2020-06-16	1965	47.7
15	700226800011	POLK	0A840	CONASAUGA RIVER	2020-06-24	1924	26.9
16	720229600011	RHEA	02296	WHITES CREEK	2020-10-07	1956	65.7
17	720119500091	RHEA	02331	YARBOROUGH CREEK	2020-10-01	1950	77.3
18	720A02400011	RHEA	0A024	ROARING CREEK	2020-10-06	1993	66.6
19	720A38600011	RHEA	0A386	CLEAR CREEK	2020-10-21	1994	57.5

STRUCTURALLY DEFICIENT HIGHWAY BRIDGES



North

Functional Classification

According to the Federal Highway Administration, “Roadways are assigned to one of several functional classifications within a hierarchy according to the character of travel service each roadway provides. Most travel occurs through a network of interdependent roadways, with each roadway segment moving traffic through the system towards destinations. The concept of functional classification defines the role that a particular roadway segment plays in serving this flow of traffic through the network. Functional classification is a tool that allows the measurement of roadways into a hierarchy according to characteristics and service the specific roadway provides. There are multiple factors in functional classification, including access, mobility, efficiency of travel, collectors, access points, speed limit, route spacing, annual average daily traffic volumes, and vehicle miles of travel. All roadways are classified into three (3) main classification types: Arterials (Principal and Minor), Collectors (Major and Minor), and Local.”

Tennessee has over 28,862 miles of roads classified as interstate, arterial, or collector. Seventy-five percent of total roadway miles are in rural areas, while twenty-five percent are in urban areas. The amount of traffic on a roadway can be explained using a variety of metrics. One metric is vehicle miles traveled (VMT), which illustrates the total number of vehicle miles traveled within a defined geographic area over a given amount of time and can be used as an indicator of lane use and transportation connection, emissions, and overall travel patterns within a region. On the most basic level, reviewing the number of Daily Vehicle Miles Traveled (DVMT) on each roadway by functional classification shows the amount of traffic on each type of facility. The highest DVMT in the Southeast RPO are on the interstates and principal arterial roadways. The Southeast RPO compares similarly to Tennessee’s statewide averages as the highest DVMT statewide is also on interstates and principal arterials.

In the Southeast RPO, most roadway mileage (64.9%) is classified as “local”. Of the state routes, there are 745 miles (14.4%) classified as major collectors as 575 miles (11.1%) are minor collectors. Principal arterials make up 4.2 percent of roadway miles and minor arterials are 3.9 of roadway miles in the Southeast RPO. The percentages of road mileage by functional class are similar to the statewide numbers. The only difference is in the major collector classification. In the Southeast RPO are 14.4 percent of roadway miles classified as major collectors compared to 7.8 percent statewide. Statewide there is slightly more minor arterial mileage compared to the Southeast RPO.

The functional classification of a roadway is tied to Federal Aid funding. All roadway classes besides rural minor collectors or local roads qualify for Federal Aid funding.

The National Highway Functional Classification study was mandated by Congress in the 1968 Federal-Aid Highway Act. The study revealed that Federal-Aid highway system classification had become inconsistent with the function of roads and streets, so adjustments in this system were necessary. The Federal Aid Highway Act of 1973 required the use of an updated functional highway classification to modify the Federal-aid highway system by Jul 1, 1976. After the 1976 federally mandated functional classification of highways was completed, states had routinely updated the functional classification to meet the Federal-aid Highway Program’s classification requirements. However, these adjustments resulted in the national functional classification of highways being no longer consistent among the states. Through legislation of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the USDOT recommended that a reclassification study be completed prior to designation of the National Highway System to provide an interconnected system of principal arterial routes that serve major population centers, intermodal transportation facilities, and major travel destinations. In 1993, the functional reclassification was completed, and the National Highway System was established in November 1995. The Highway Functional Classification: Concepts, Criteria and Procedures, 2013 builds upon and updates the two most recent guidance documents circulated by FHWA, namely:

- Highway Functional Classification: Concepts, Criteria and Procedures (March 1989)
- Updated Guidance for the Functional Classification of Highways Memorandum (October 14, 2008)

In the review of the existing functional class of roadways for the Southeast RPO using the 2013 guidance document, it was determined that several roads needed to be reclassified. The proposed functional changes on state routes in the Southeast RPO were made in 2020 and approved by FHWA. These changes are occurrences where the current functional class of roadways does not meet the FHWA guidelines for a valid network. The changes are largely due to the following factors:

1. New Urban Boundary Guidance: The 2013 guidance states that the functional class of a route should not change at the boundary of urban and rural areas, but instead at a logical terminus such as an intersection. TDOT is currently working with local planning partners in the Center Hill RPO to ensure that functional class changes are due to an actual change in function instead of at an urban boundary.
2. Change in AADT: Recommendations to upgrade or downgrade the functional classification of an existing roadways may occur if there is a change in the Annual Average Daily Traffic (AADT). A change in traffic volume may occur due to land use changes, traffic controls, or roadway construction. Traffic

volume is considered with the purpose of the road to determine the functional classification.

3. **Improved System Connectivity:** The functional class of a route may change in order to improve connectivity of the roadway system. For example, adding newly constructed or extended roadways to the network can affect the classification of connecting or nearby roadways. A change in the access and/or mobility function of a road can lead to a change in the functional classification.
4. **Local Jurisdictional Request:** City and counties may initiate requests to change the functional classification of roadways under their jurisdiction due to changes in transportation network and/or land use patterns. TDOT works collaboratively with local planning partners to assess whether roadways are properly classified and to accurately document any changes.

These are the functional class changes made in 2020:

Grundy County

There were 13 functional classification change requests in Grundy County. Sections of SR 50 (US Hwy. 64) were reclassified from rural minor arterial to principal arterial (LM 0 – 0.29). A 13-mile section of SR 56 was reclassified from rural minor arterial to major collector (LM 20.20 – 33.86). A 13-mile section of SR 108 was reclassified from rural major collector to minor arterial (LM 17.80 – 31.18). A section of SR 50 was also reclassified from rural major collector to minor arterial.

Marion County

State Route 15 was reclassified from rural principal arterial to minor arterial (LM 0.00 – 1.81). State Route 27 was reclassified from rural major collector to principal arterial (LM 4.22 – 4.67). A six-mile section of SR 2 (US Hwy. 41) was reclassified from major collector to minor arterial (LM 15.91 – 21.72). Small sections of SR 134 and SR 156 were reclassified from rural major collector to minor arterial.

McMinn County

A total of 57 road segments were reclassified. Nineteen road segments changed from minor arterial to principal arterial. Sections of SR 30 in McMinn County and Athens changed the functional class from minor arterial to principal arterial. An eight-mile section of SR 68 was reclassified from minor arterial to principal arterial (LM 0.00 – 8.22). Several road segments of SR 305 were reclassified from minor arterial to principal arterial. State Route 2 (US Hwy. 11) in McMinn County and Athens was also reclassified from minor arterial to principal arterial. State Route 39 changed functional class from major collector to minor arterial (LM 10.19 – 15.17). Fifteen road segments changed from minor arterial to major collector, which is a lower functional class. For example, parts of Route 1227, SR 29,

and SR 207 changed from minor arterial to major collector. State Route 305 had a change of functional class on a seven-mile section, from major collector to minor arterial.

Meigs County

Meigs County had five road segments change functional class. Four of those changed from minor arterial to principal arterial: a section of SR 68 (LM 0.00 – 7.52) and a section of SR 30 (LM 5.8 – 8.51). A small section of SR 305 changed from rural major collector to minor arterial (LM 0.00 – 1.27).

Rhea County

Ten road segments in Rhea County that changed functional class in 2020. A section of SR 68 (LM 8.33 – 15.31) changed from rural minor arterial to principal arterial. A few functional class changes occurred from a “higher” class to a “lower” class. Routes 2279, 2282, and 1151 changes from urban major collector to minor collector in the city of Dayton.

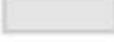
Sequatchie County

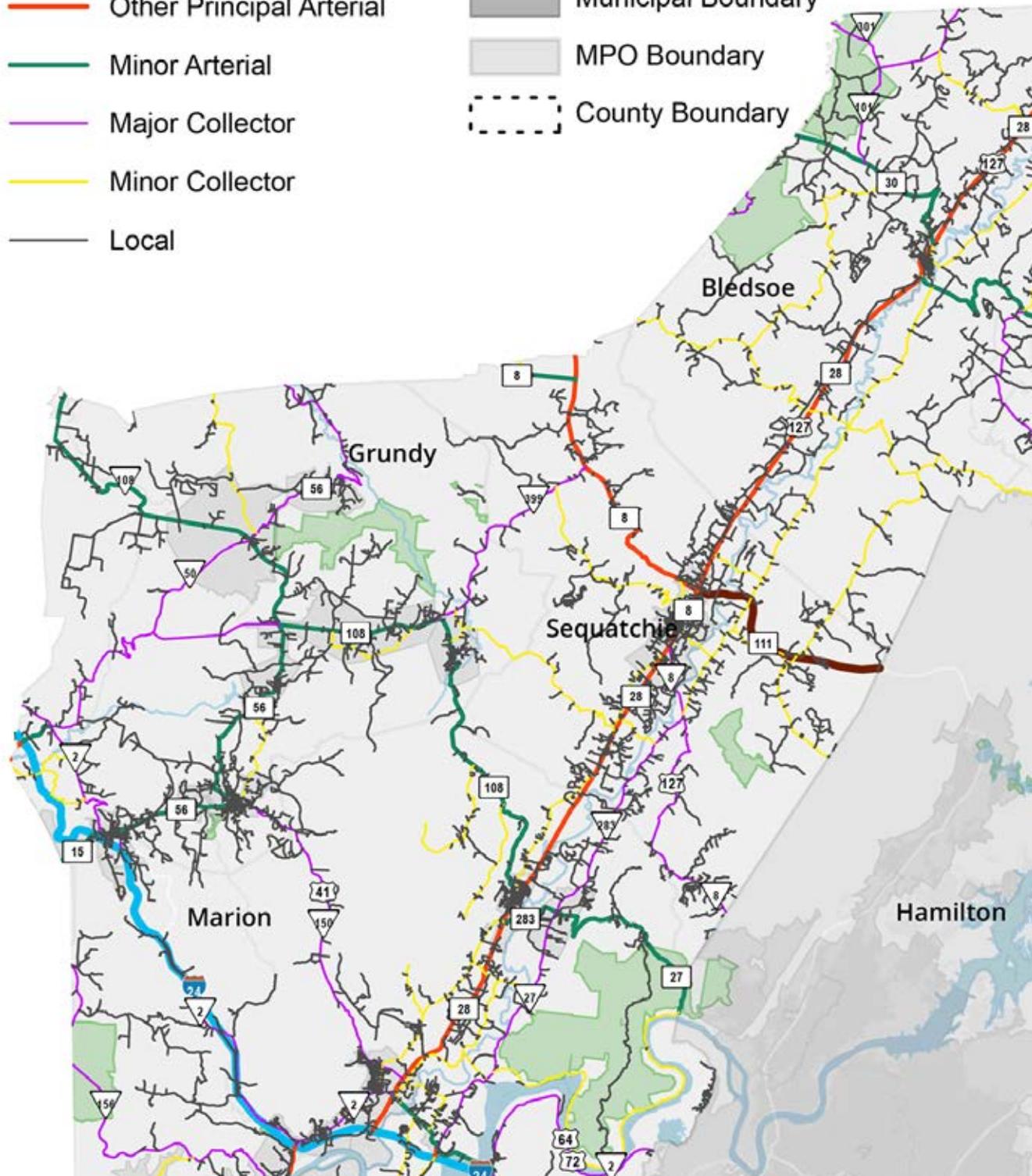
There were two road segments in Sequatchie County that changed functional class. One small segment of SR 8 changed from urban minor arterial to major collector (LM 0.00 – 0.032). A ten-mile section of SR 111 changed from urban principal arterial to freeway (LM 0.00 – 10.07).

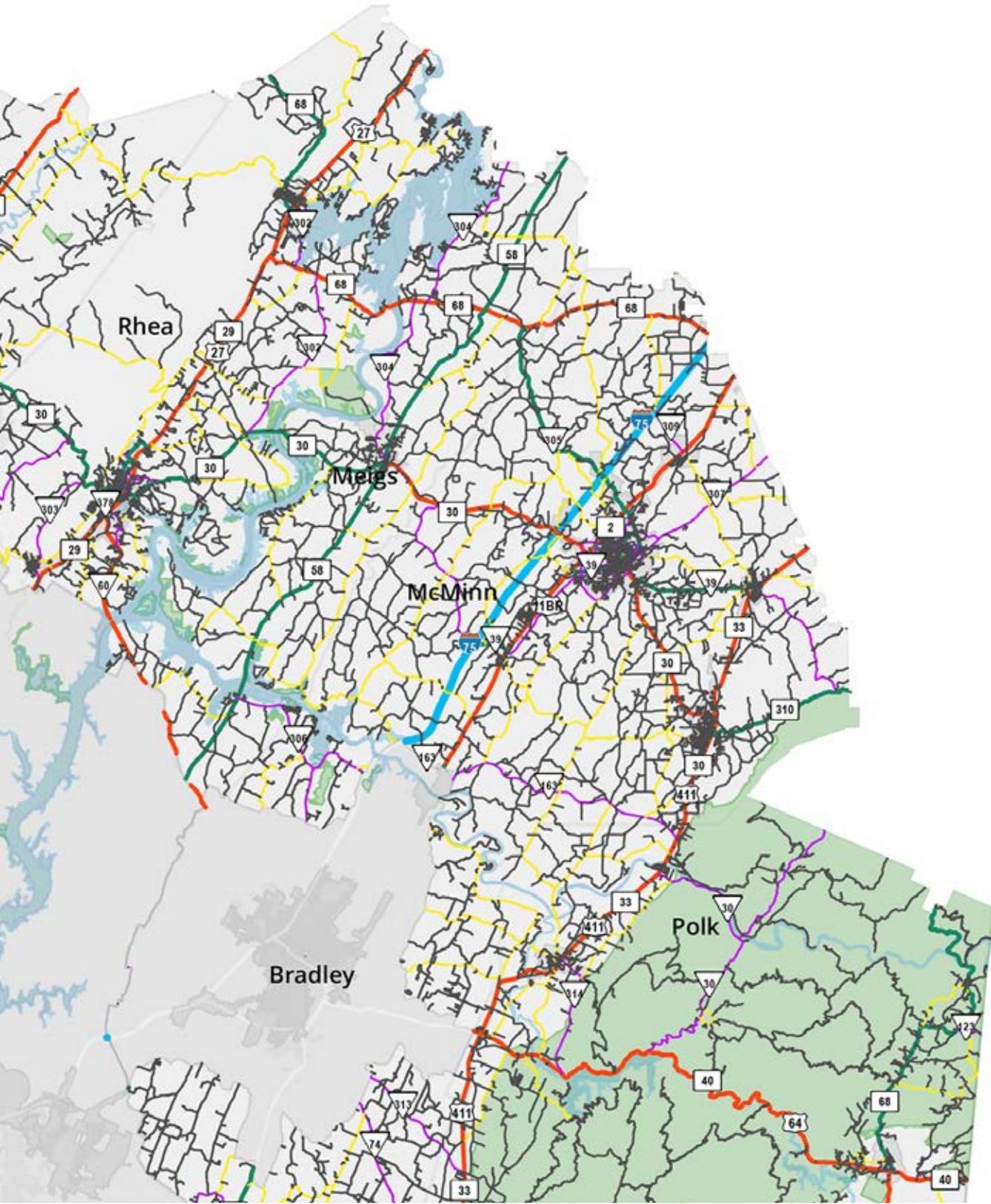
SOUTHEAST FUNCTIONAL CLASSIFICATION

<i>Functional Class</i>	<i>Roadway Length (Miles)</i>	<i>DVMT</i>
Interstate	62.96000	2,556,711.34100
Freeway/Expressway	10.07000	95,783.72000
Principal Arterial	219.90800	1,885,147.26200
Minor Arterial	203.09100	792,579.37000
Major Collector	745.61100	608,538.84300
Minor Collector	575.84000	462,418.03900
Local	3,366.64000	
Total	5,184.12000	

SOUTHEAST FUNCTIONAL CLASSIFICATION MAP

- | | | | |
|---|--------------------------|--|--------------------|
|  | Interstate |  | Waterway |
|  | Freeway or Expressway |  | Public Land |
|  | Other Principal Arterial |  | Municipal Boundary |
|  | Minor Arterial |  | MPO Boundary |
|  | Major Collector |  | County Boundary |
|  | Minor Collector | | |
|  | Local | | |





Traffic Volumes

The Southeast RPO region contains many arterial roadways and sections of interstates 24 and 75. As population and the presence of industry increase and decrease, the amount of traffic on these roads is expected to reflect these changes. This section of the plan focuses on the analysis of traffic volumes in the Southeast RPO. The datasets referred to in this section include 1999, 2004, 2009, and 2019 Annual Average Daily Traffic (AADT), and percent changes between those years.

The data and information shared in this portion of the plan were provided by TDOT's Enhanced Tennessee Roadway Information Management System (E-TRIMS). The traffic volumes are also analyzed in conjunction with 2010 Census data (U.S. Census Bureau). The AADT Percentage Change maps indicate locations of the traffic count stations in each county, as well as the percent change of traffic volumes. Due to the variations in traffic percentages within each

county, the scale provided in the legend for each individual map is different; however, the symbol colors have the same meaning from map to map. Blue represents a significant decrease, yellow represents a moderate increase or decrease, and red represents a significant increase. Within the RPO, it should be noted that areas with substantial increases in traffic volumes should be closely monitored for potential current and future capacity issues.

The following sections show AADT percentage changes from 2009 to 2019. Mentioned are roads with the largest traffic increases and decreases in each county. The counties in the Southeast RPO mostly had traffic increases on state routes. Most traffic decreases occurred on minor functional classified roads such as collectors. The increase in traffic volumes on most roads typically indicates growth in population and jobs.

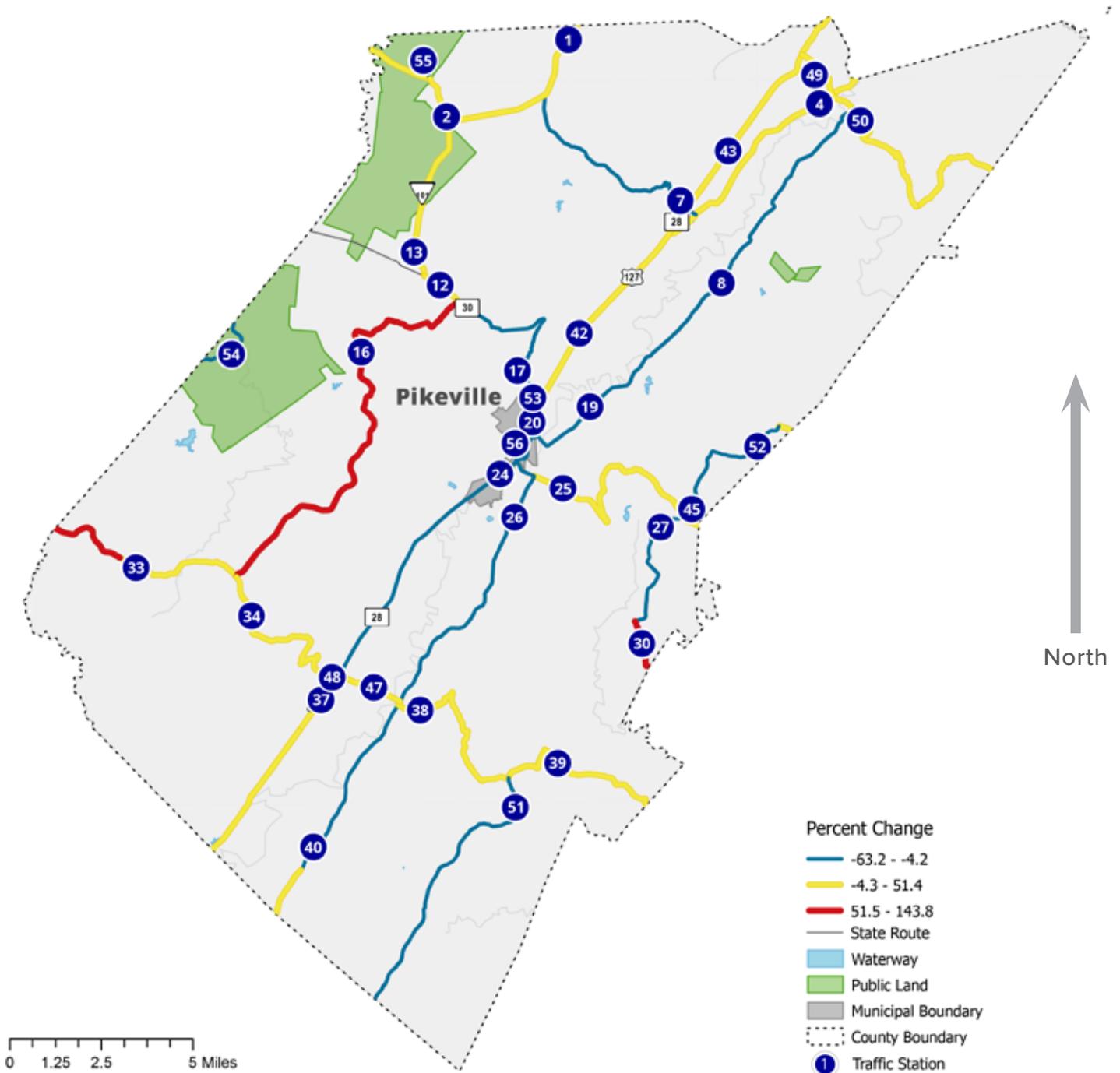


BLED SOE COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021

Bledsoe County mostly experienced traffic increases from 2009 to 2019. Some of the steepest traffic increases occurred on SR 30 (from SR 443 to the Rhea County line) with a 29.5 percent increase and SR 28 (from Old Hwy. 28 to the Cumberland County line) with a 29.2 percent increase.

Roads that experienced the largest traffic decreases are SR 30 (37.2 percent decrease), SR 443 (25.7 percent decrease), and low-volume roads: SR 301 (63.1 percent decrease) and SR 284 (31.2 percent decrease).

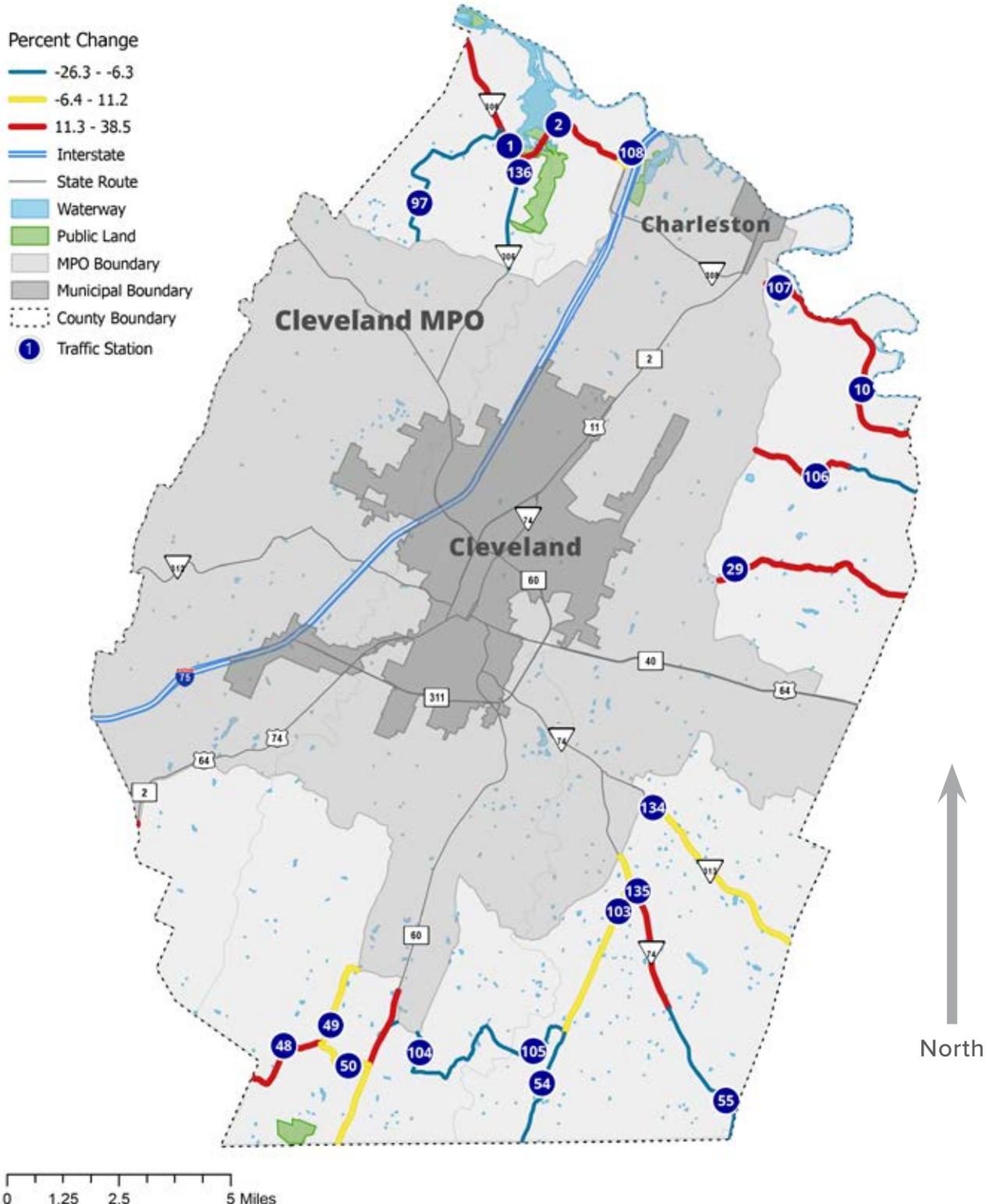


BRADLEY COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021

Bradley County's roads mostly experienced traffic increases. Most of the state routes in Bradley County outside the Cleveland MPO area have low traffic volumes below 1,000 AADT. The steepest traffic increases were on SR 306 (17.2 percent increase), SR 308 (38.5 percent increase), and SR 2 (16.2 percent increase).

A few steep traffic decreases were on low-volume roads such as Route 1185 (26.2 percent decrease), Route 2257 (17.6 percent decrease), and Route 2266 (15.7 percent decrease).

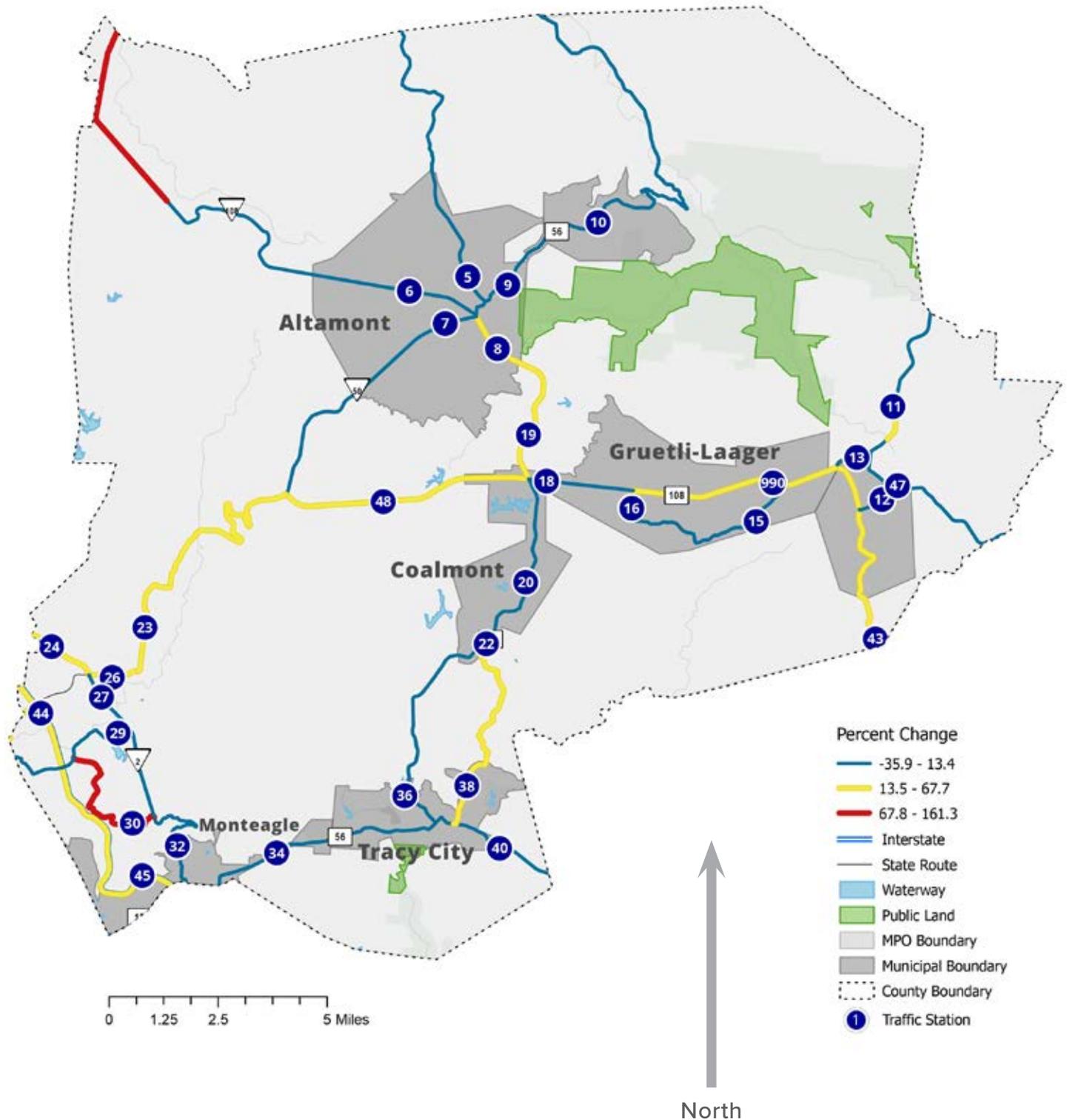


GRUNDY COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021

Most roads in Grundy County experienced traffic increases. On SR-108 traffic more than doubled (161.3 percent increase) to 2,360 AADT in 2019. State Route 56 experienced a 24.4 percent increase, sections of SR 50 had 26.4 and 41.3 percent increases, and SR 2 had a 17.4 percent increase.

A section of SR 56 (from Beestown Rd. to SR 108) had a 13.5 percent decrease, and another section of SR 56 (from Stone Door Rd. to Warren County line) had a 16.1 percent decrease.

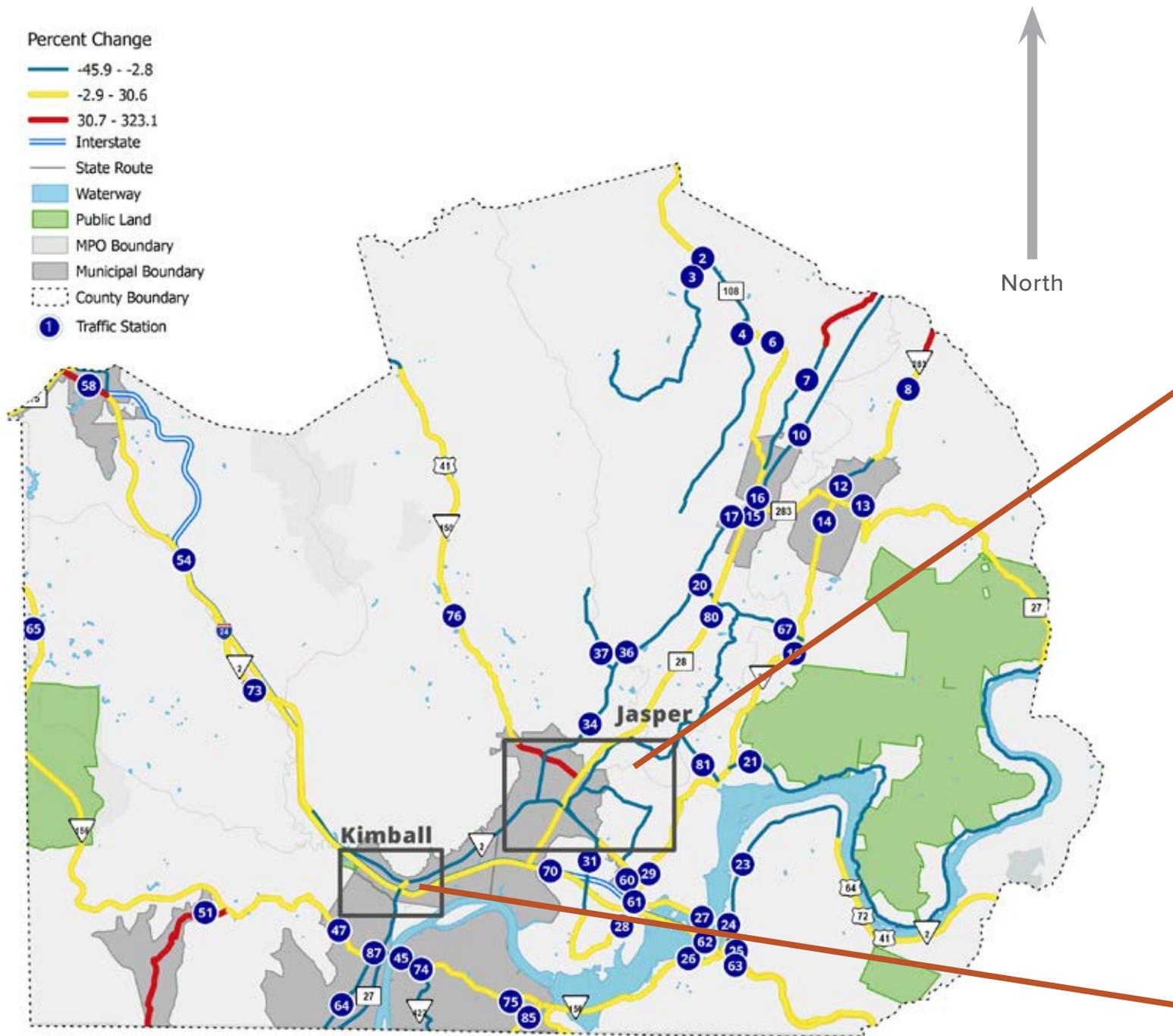


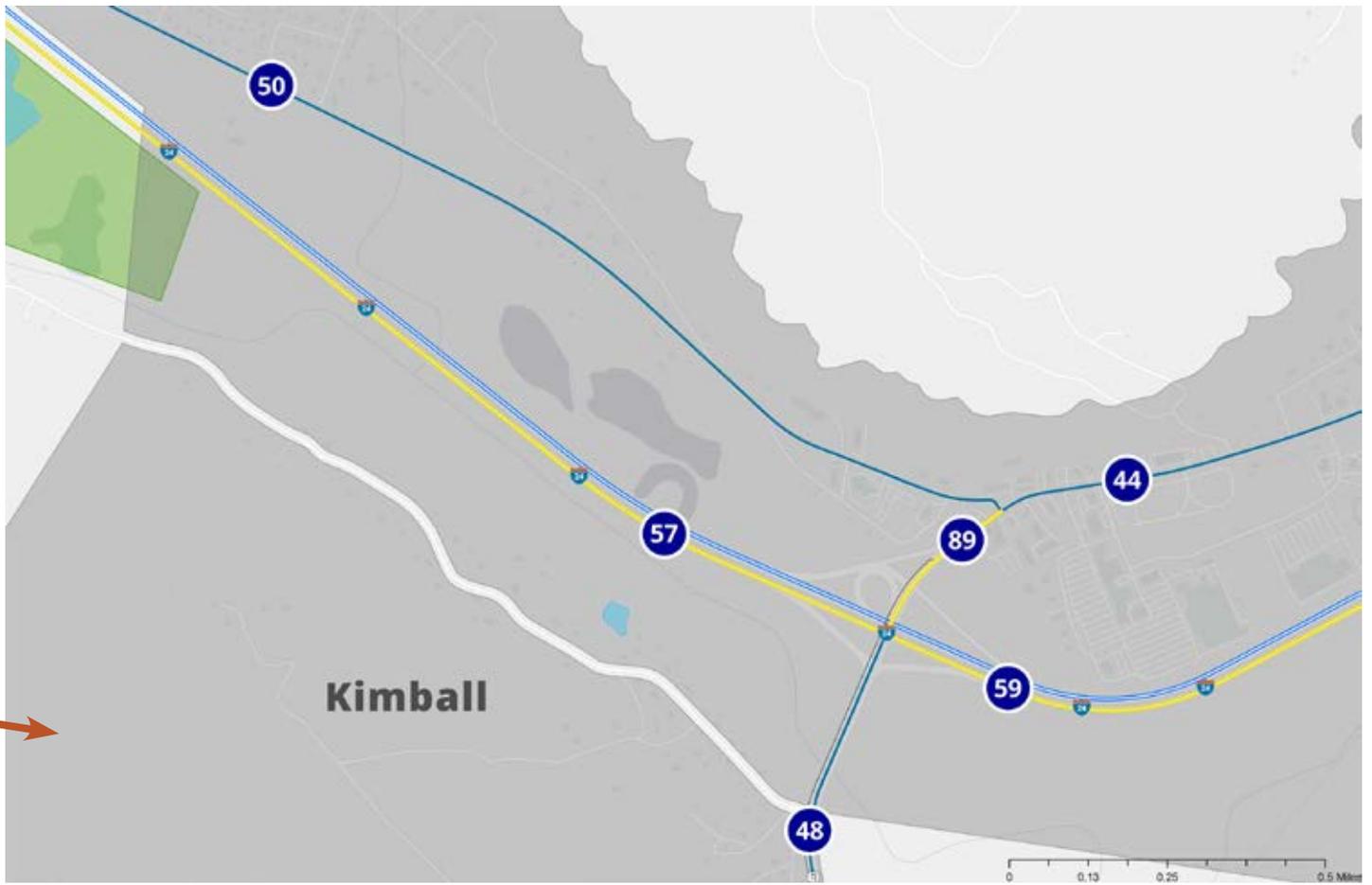
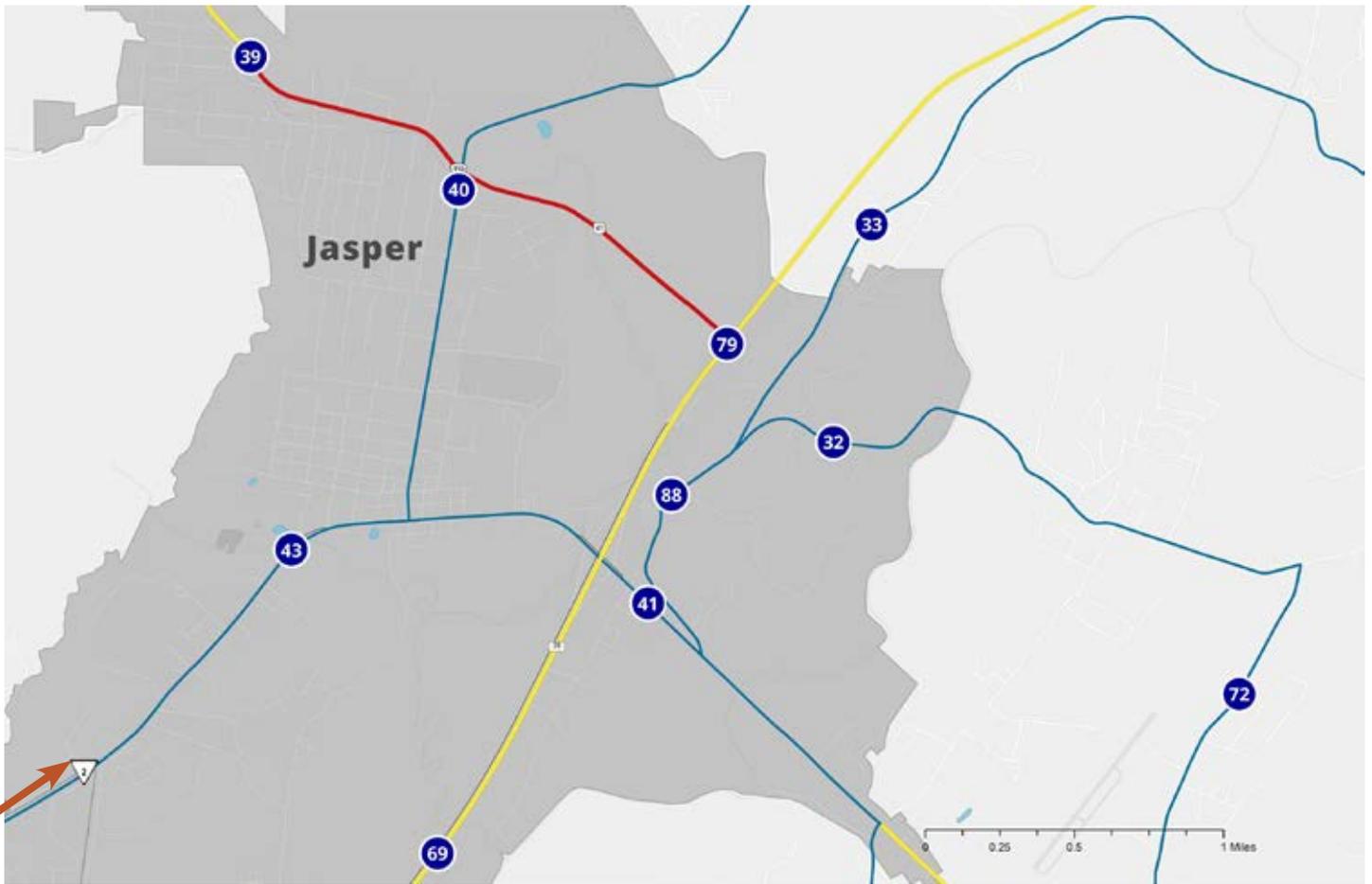
MARION COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021

Most roads in Marion County had traffic increases between 2009 and 2019. Roads with large traffic increases are SR 150 (50.2 percent increase) and SR 27 (64.2 percent increase). A section of SR 27 (from SR 2 to I-24) had traffic quadruple from 2,441 AADT in 2009 to 10,330 AADT in 2019.

Several roads experienced a traffic decrease in the years between 2009 and 2019. State Route 28 had a 15.3 percent decrease, Route 5962 had a 20.4 percent decrease, SR 2 had an 18.6 percent decrease, and Route 1127 had a 29.4 percent decrease.



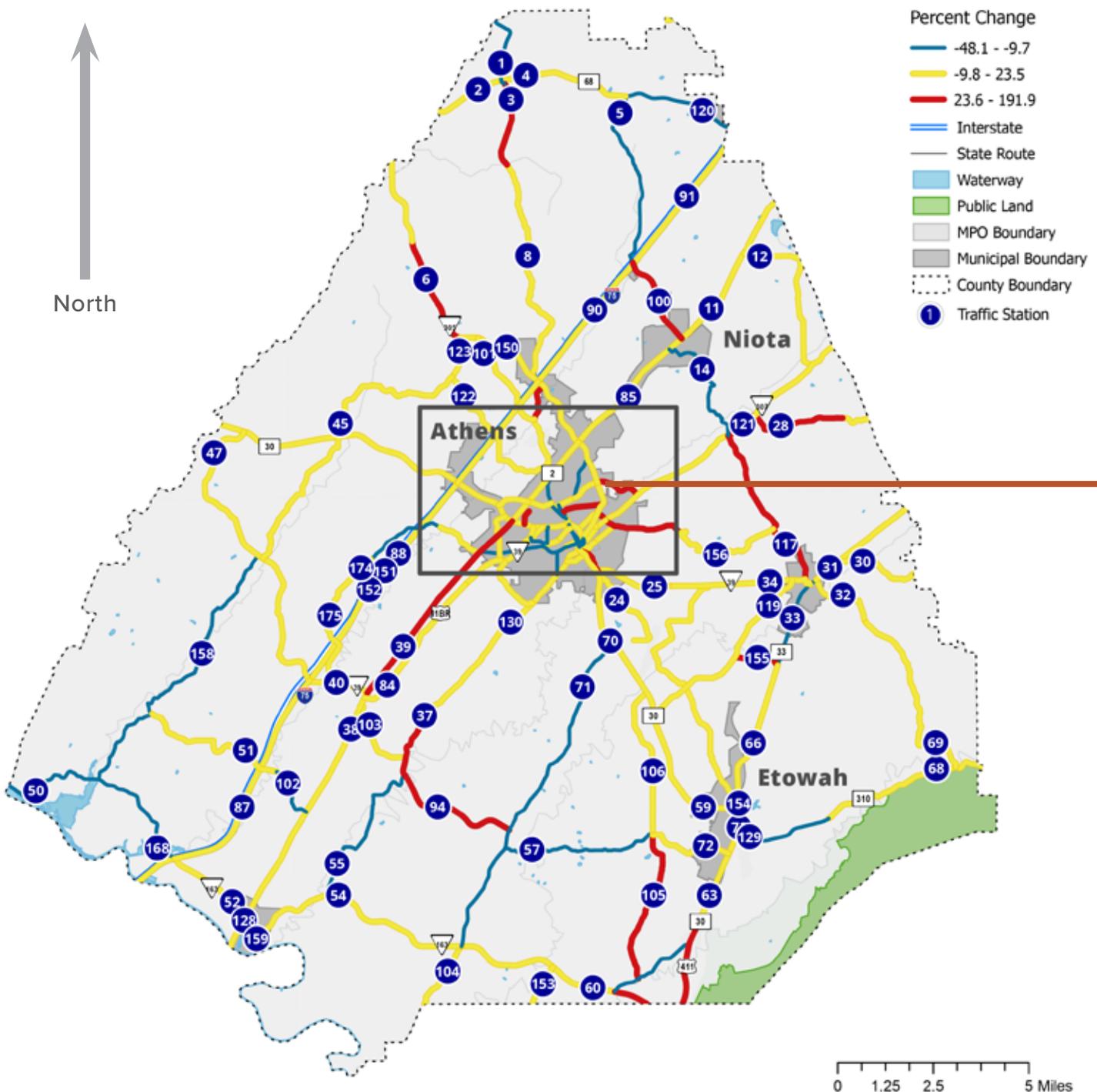


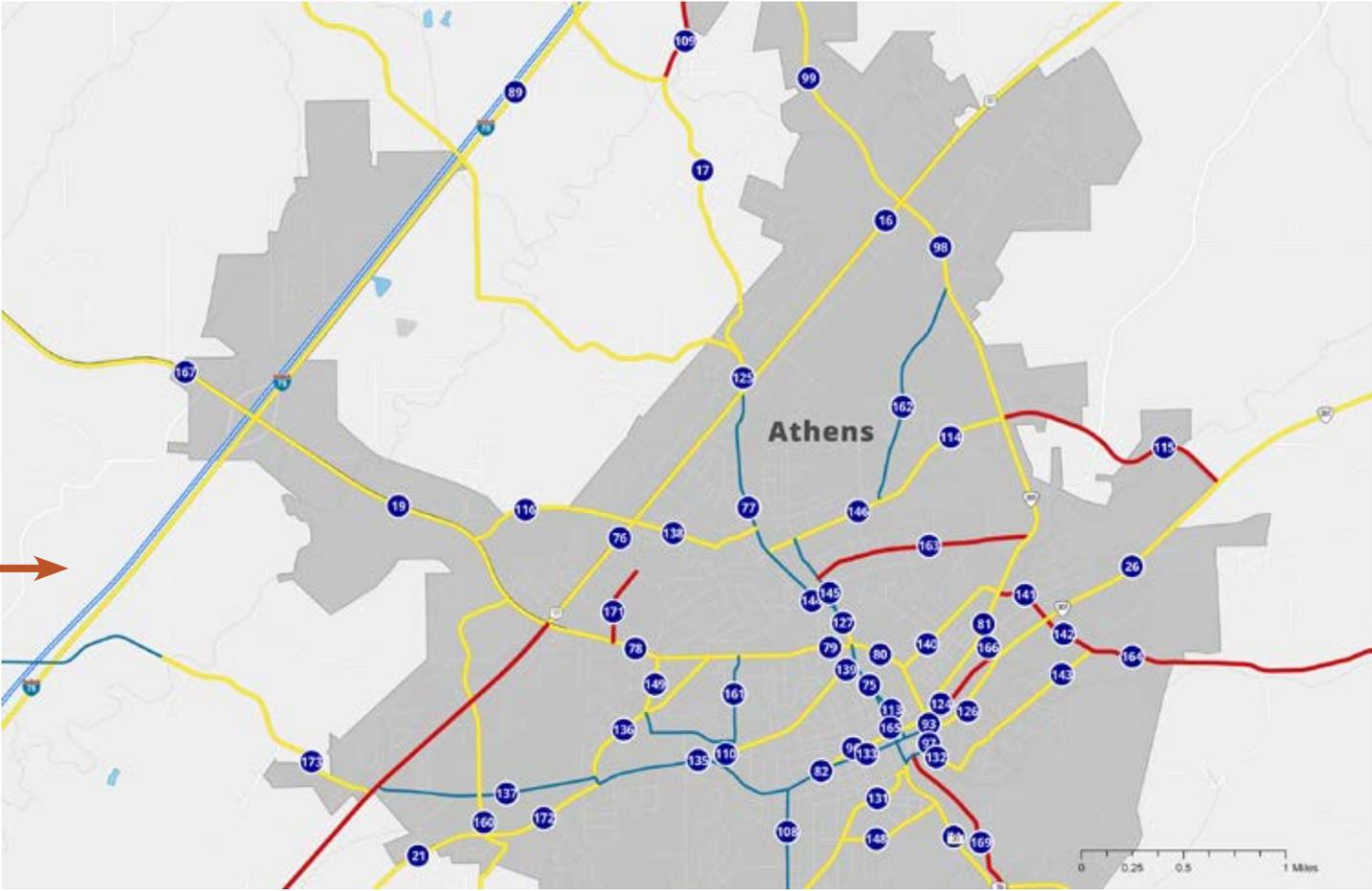
MCMINN COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021

In McMinn County about equal parts of roads had traffic increases and decreases between 2009 and 2019. Roads with large traffic increases are SR 163 (38.4 percent increase), SR 30 (30.4 percent increase), SR 305 (23.4 and 28.3 percent increases), SR 2 (27.3 percent increase), SR 39 (21.9 percent increase), SR 309 (27.9 percent increase), and SR 307 (34.6 percent increase).

Some roads experienced large traffic decreases such as Route 3664 (30.4 percent decrease), SR 39 (20.6 percent decrease), SR 30 (44.2 percent decrease), SR 310 (44.1 percent decrease), Route 3664 (48.2 percent decrease), and Route 3668 (29.8 percent decrease).



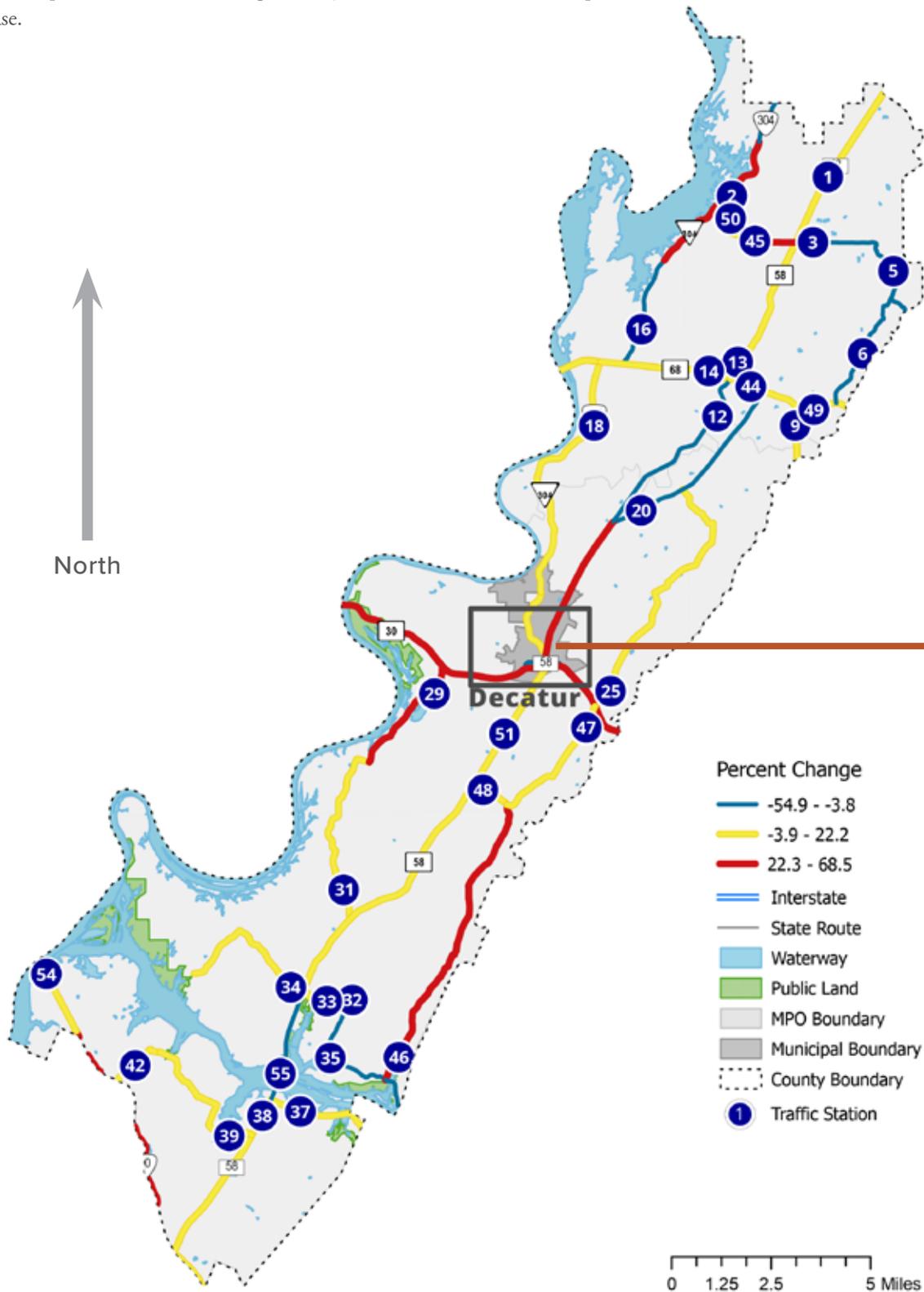


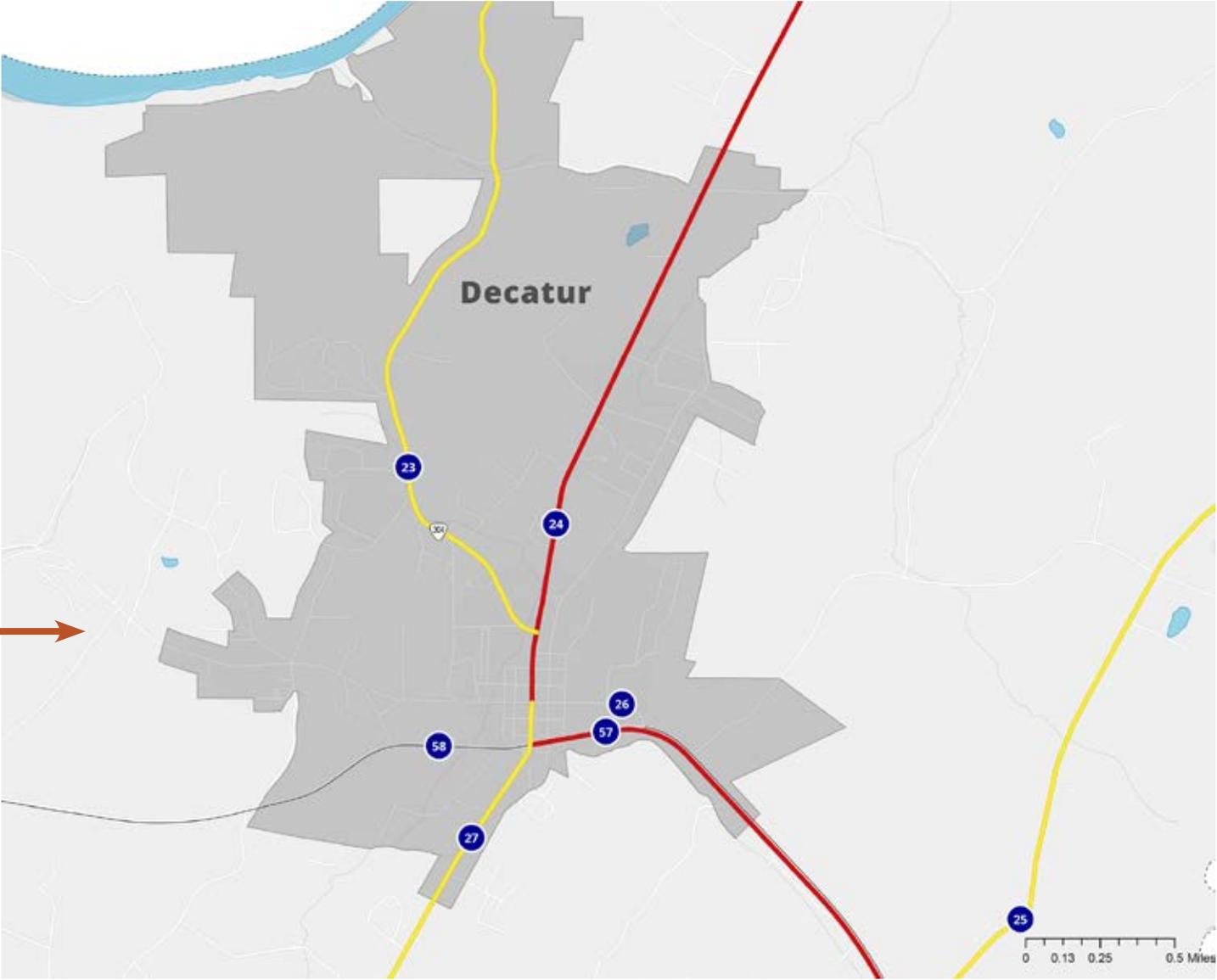
MEIGS COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021

Most roads in Meigs County had traffic increases between 2009 and 2019. The main arterial road in Meigs County, SR 60 had a 36.3 percent traffic increase. State Route 30 (from Cottonport Rd. to the Rhea County line) had a 68.5 percent traffic increase. Other sections of SR 30 had 46.9 and 53.6 percent traffic increases.

There were no steep traffic decreases in Meigs County. State Route 304 had a 12.2 percent decrease and Route 947 had a 16.9 percent traffic decrease.



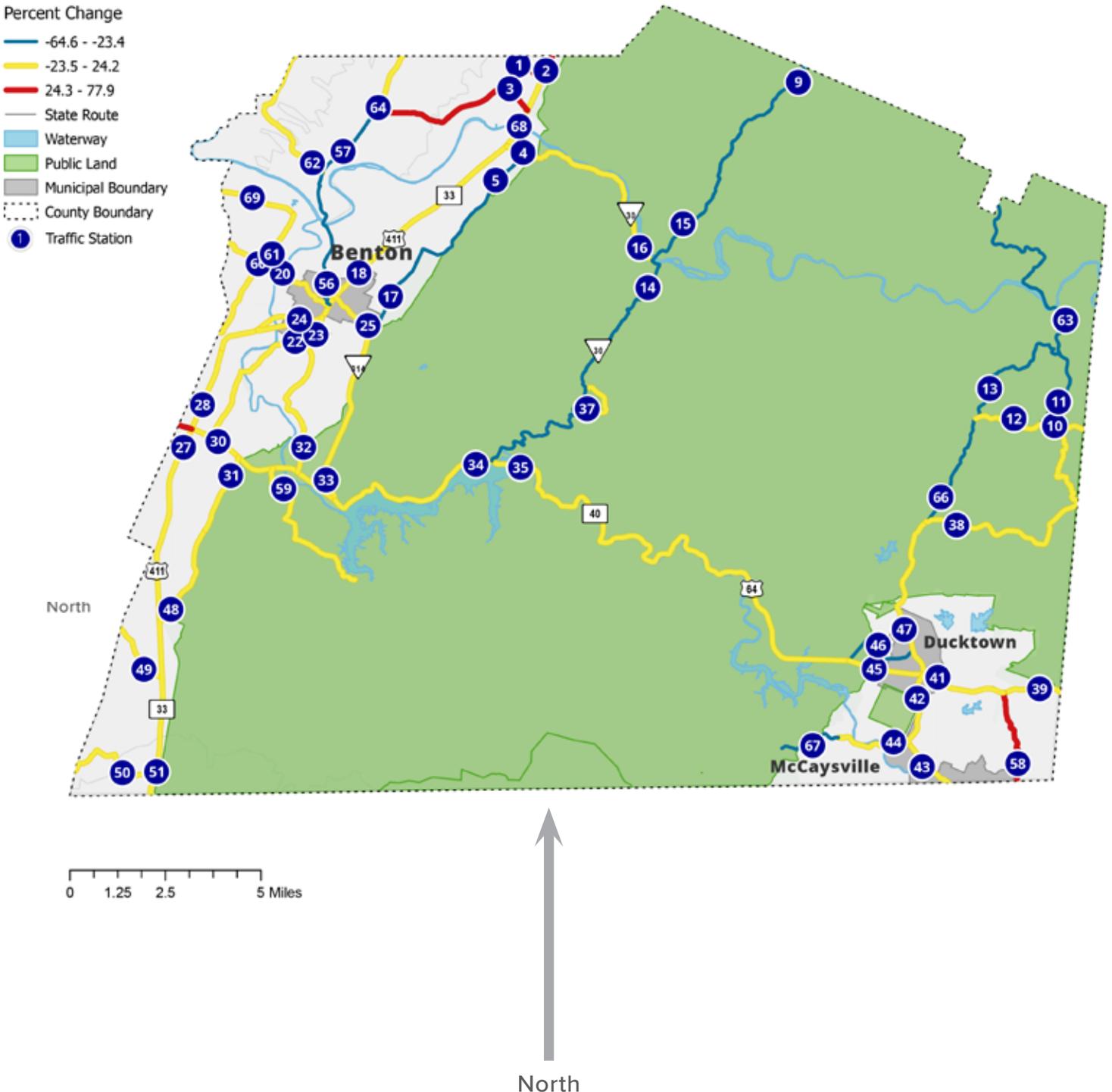


POLK COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021

Roads in Polk County had about equal traffic increases and decreases between 2009 and 2019. State Route 30 had a 30.4 percent traffic increase, Route 1219 had a 19.0 percent increase, SR 33 had a 21.9 percent increase, SR 163 had a 38.4 percent increase, and SR 314 had a 24.2 percent increase.

Several roads in Polk County experienced large traffic decreases. For example, SR 315 (34.2 percent), several sections of SR 68 (34.8 and 43.8 percent), and SR 33 (15.6 percent decrease).



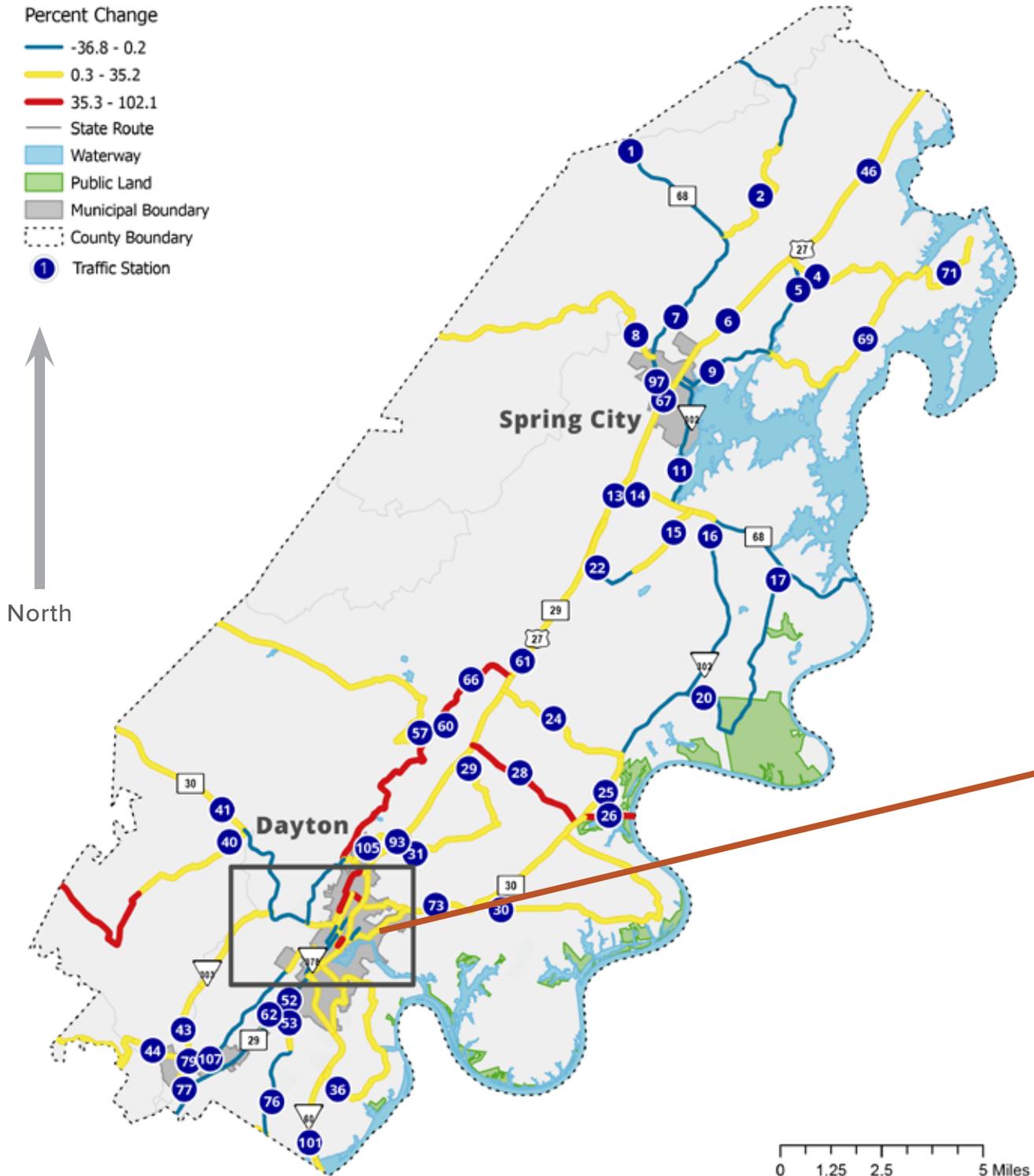


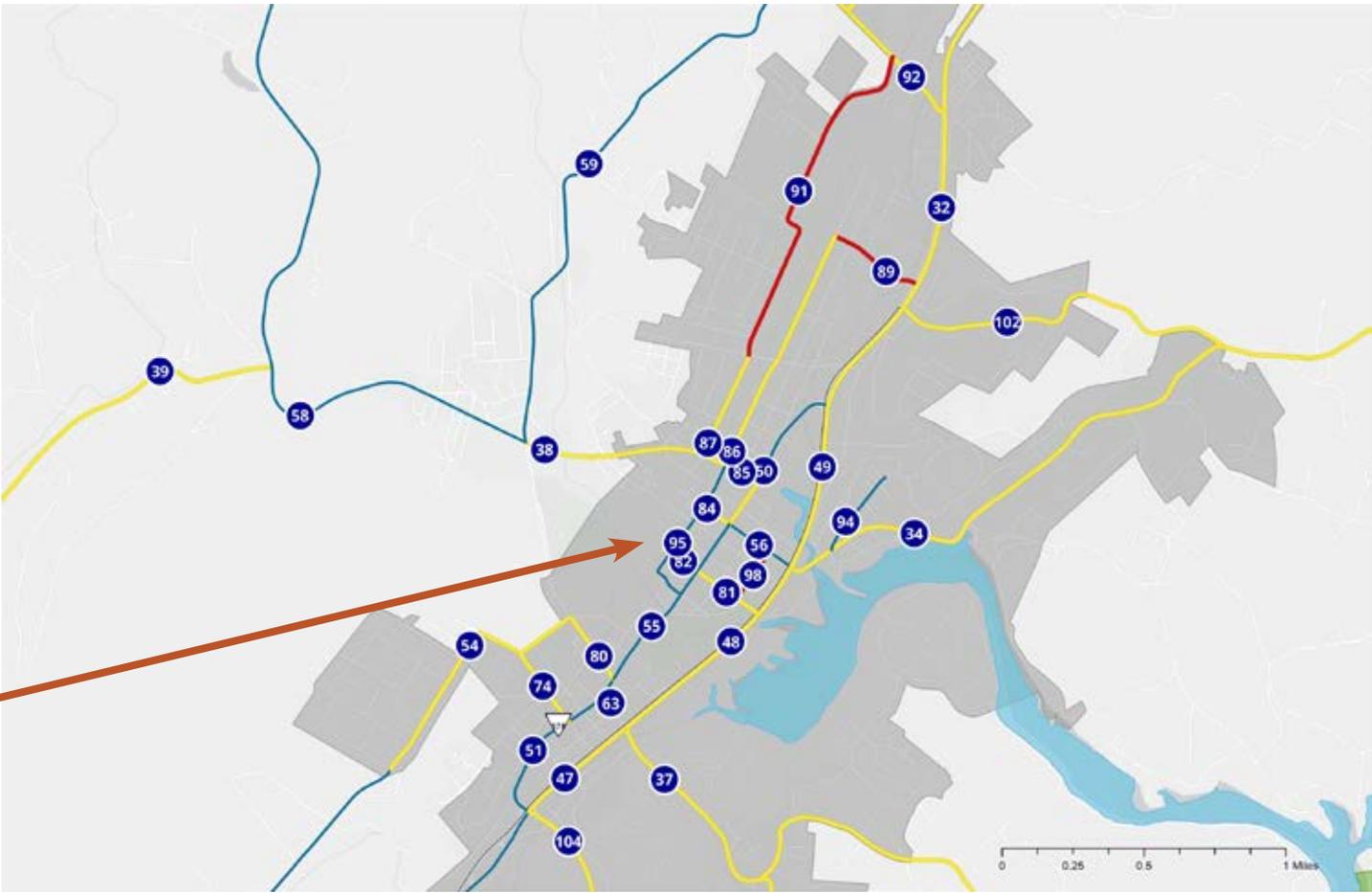
RHEA COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021

The vast majority of roads in Rhea County experienced traffic increases. Roads with large traffic increases are on many sections of SR 30 (26.8 to 68.5 percent increases), SR 60 leading into Meigs County (22.2 percent increase), Route 4080 (21.4 percent increase), Route 4075 (57.6 percent increase), and SR 60 (23.8 percent increase). Several minor and low-volume roads also experienced large traffic increases.

Roads with significant traffic decreases are SR 302 (33.1 percent decrease), SR 30 (16.8 percent decrease), and SR 68 (15.7 percent decrease).



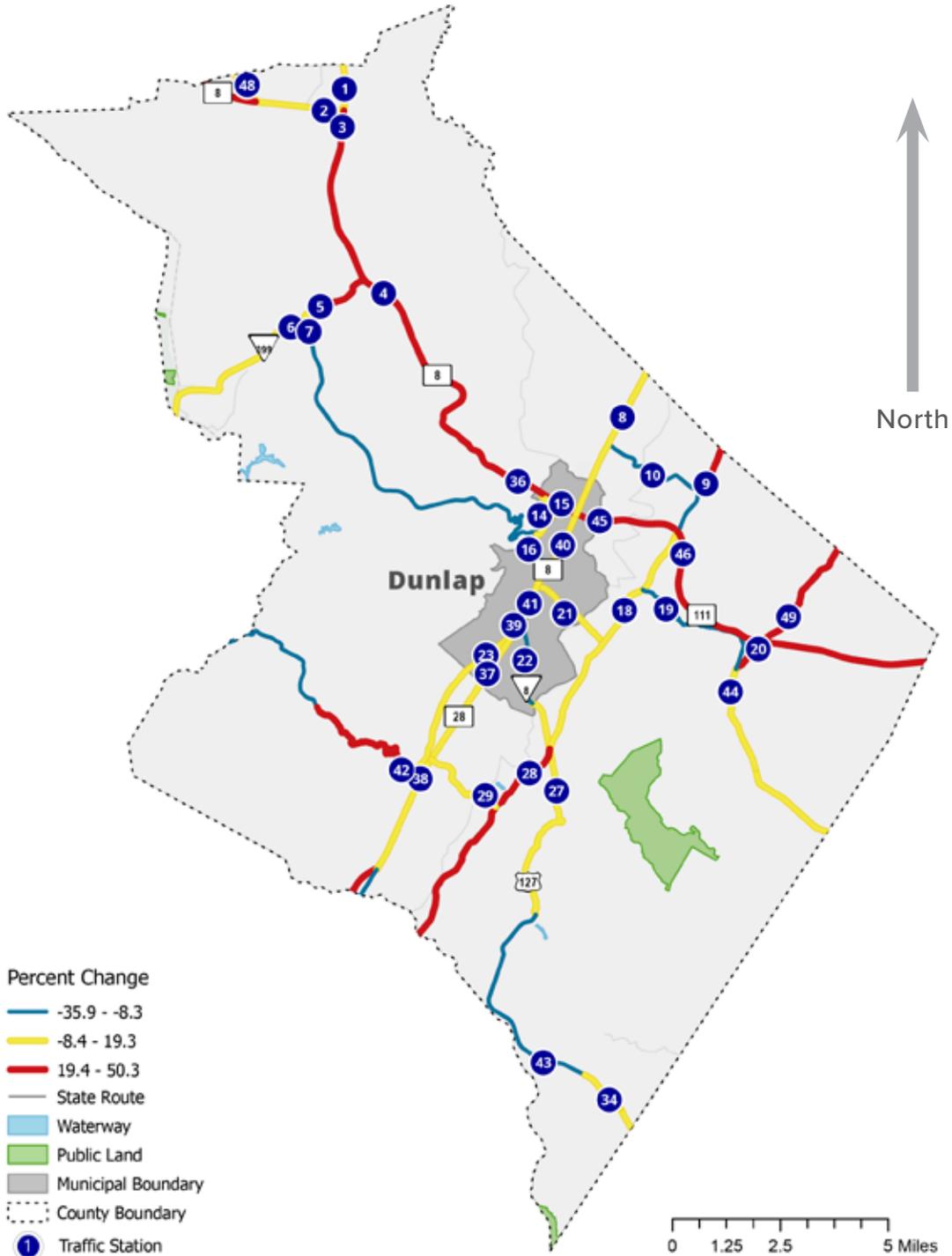


SEQUATCHIE COUNTY AADT PERCENT CHANGE

Source: TN Dept. of Transportation Road Inventory Office, 2021

More roads had traffic increases than decreases in Sequatchie County. Roads with significant traffic increases are SR 8 (29.3 to 39.1 percent traffic increase), Route 2168 (45.8 percent increase), SR 111 (29.9 percent increase), and Route 2168 (39.6 percent increase).

A few roads experienced traffic decreases, such as SR 28 (15.3 percent decrease), and Route 2136 (35.9 percent decrease). Most of the traffic decreases occurred on minor low-volume roads with AADTs below 1,000.



Volume/Capacity Ratio

The Volume/Capacity (V/C) Ratio data is derived from TDOT's Statewide Travel Demand Model. FHWA defines capacity as "the maximum rate at which vehicles can pass through a given point in an hour under prevailing roadway conditions." Roadway conditions may include the following: number and width of lanes, grades, land use, and signalized conditions (intersections). V/C Ratio is a performance measure and is defined as the proportion of the facility's capacity being utilized by current or projected traffic volumes. It measures roadway demand (vehicle volumes: Annual Average Daily Traffic (AADT) with roadway supply [carrying capacity]).

V/C Ratio is categorized by colors and measurements on the map. These measurements range from 0 to 1.00. Any value above 0.50 is potentially concerning and should be monitored for poor traffic flow. A value exceeding 1.00 means that there are more vehicles on the road than the road was designed to accommodate, often resulting in congested conditions. The analysis uses AADTs from 2010, in addition to those forecasted for 2040. The 2040 forecast considers programmed projects by TDOT, as well as demographic and land use projections.

Most roads in the Southeast RPO have no capacity issues. However, several road sections with city limits have concerning v/c ratios in 2010 and more in 2040. The road sections with capacity issues based on v/c ratio levels are pointed out in the following paragraphs.

Bledsoe County

There were no v/c ratio issues in Bledsoe County in 2010. All roads had a v/c ratio below 0.2 in 2010. Projections for 2040 indicate no capacity issues.

Bradley County

Bradley County, outside the Cleveland MPO area, had no v/c ratio level issues in 2010. Projections for 2040 indicate no capacity issues.

Grundy County

There were no v/c ratio issues in Grundy County in 2010. Most roads had a v/c ratio below 0.2 in 2010. Only I-24 had a v/c ratio of 0.4. Projections for 2040 indicate no capacity issues.

Marion County

Marion County had a few capacity issues in the cities of South Pittsburg, Kimball, and Jasper in 2010. Lee Hwy/US Hwy. 72 in South Pittsburg, Kimball, and Jasper had a v/c ratio between 0.4 and 0.6. State Route 105 (US Hwy. 41) in Jasper also had a v/c ratio between 0.4 and 0.6. In 2040, more sections of Lee Hwy./US Hwy. 72 and 64 will have a v/c ratio between 0.4 and 0.6. A small section of N Cedar Ave (US Hwy. 72) in South Pittsburg will have a v/c ratio between 0.6 and 0.8 which indicates congestion issues.

McMinn County

McMinn County roads outside the city limits of Athens did not have any capacity issues in 2010. Within the city of Athens were a few road sections with a v/c ratio above 0.4. State Route 305 had a section East of SR 11 (Lee Hwy) with a v/c ratio of between 0.6 and 0.8, which indicates capacity issues. State Route 39 (New Englewood Rd.) had a small section in the city with the v/c ratio above 0.4. State Route 178 (Velma Rd) had a section with a v/c ratio above 0.4. Those sections could potentially have some capacity issues. In 2040, there will be more roads that have a v/c ratio above 0.4 in Athens. More road sections of SR 11 (Lee Hwy) and SR 305 (Inglis Ave) will have a v/c ratio above 0.4. State 30 and SR 178 will have v/c ratios between 0.4 and 0.6 in 2040. State Route 39 (W Madison Ave) will also have v/c ratios between 0.4 and 0.6. Green St. (SR 30) near Tennessee Wesleyan University will also have v/c ratio levels above 0.4.

Meigs County

Meigs County had no v/c ratio level issues in 2010. All but one road section (SR 68) had a v/c ratio of below 0.2. In 2040, more roads will have a v/c ratio up to 0.4; however, this does not indicate any capacity concerns.

Polk County

There were no v/c ratio issues in Polk County in 2010. Most roads will have a v/c ratio below 0.2. Projections for 2040 indicate no capacity issues.

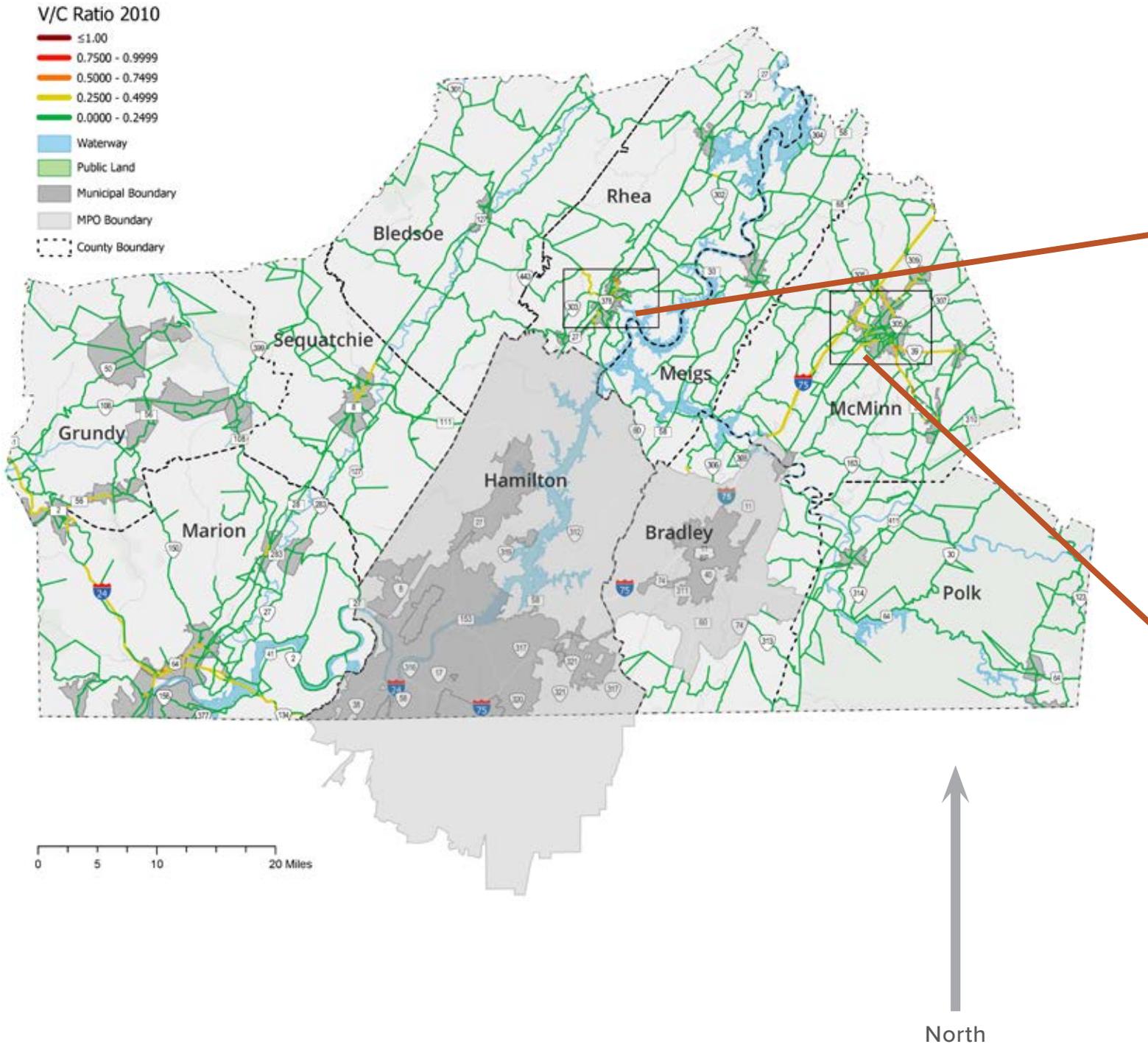
Rhea County

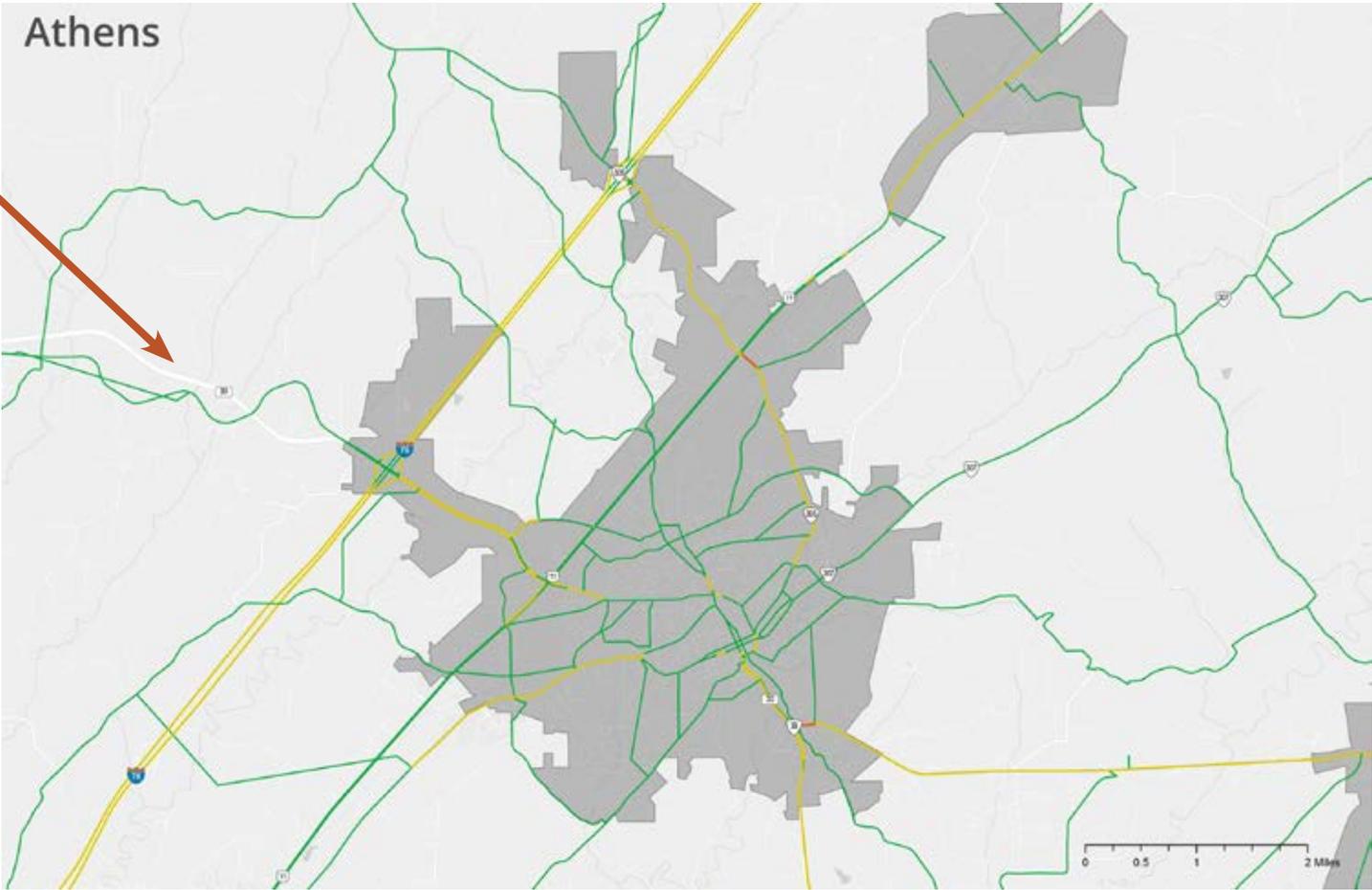
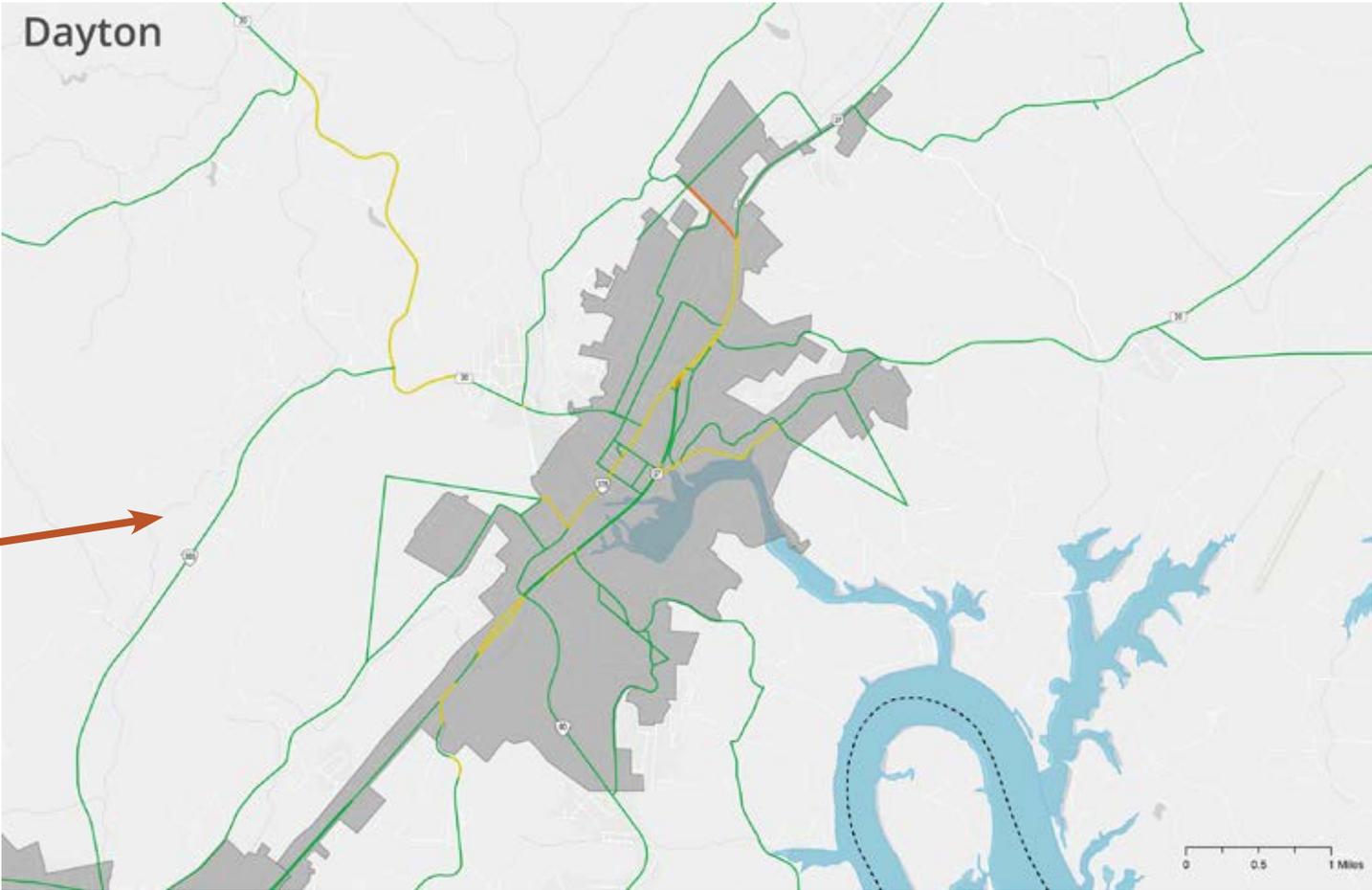
Rhea County, outside the Dayton city limits, had no capacity issues in 2010. Dayton in Rhea County had several sections on SR 378 in the downtown area that had a v/c ratio between 0.4 and 0.6. Some of these sections should be monitored for congestion issues. Walnut Grove Rd. had a section near the intersection with SR 378 that has a v/c ratio between 0.6 and 0.8 and should be monitored for congestion issues. Rhea County will have a few more sections in Dayton that have higher v/c ratios in 2040. More of Walnut Grove Rd. will have a v/c ratio between 0.6 and 0.8 which indicates capacity issues. Most of SR 29 (Rhea County Hwy) will have increased capacity with a v/c ratio between 0.4 and 0.6. Tennessee State Route 378 has a few small sections in downtown Dayton with capacity issues indicated by the v/c ratio between 0.6 and 0.8. State Route 30 (Old Washington Hwy) will have a v/c ratio between 0.4 and 0.6.

Sequatchie County

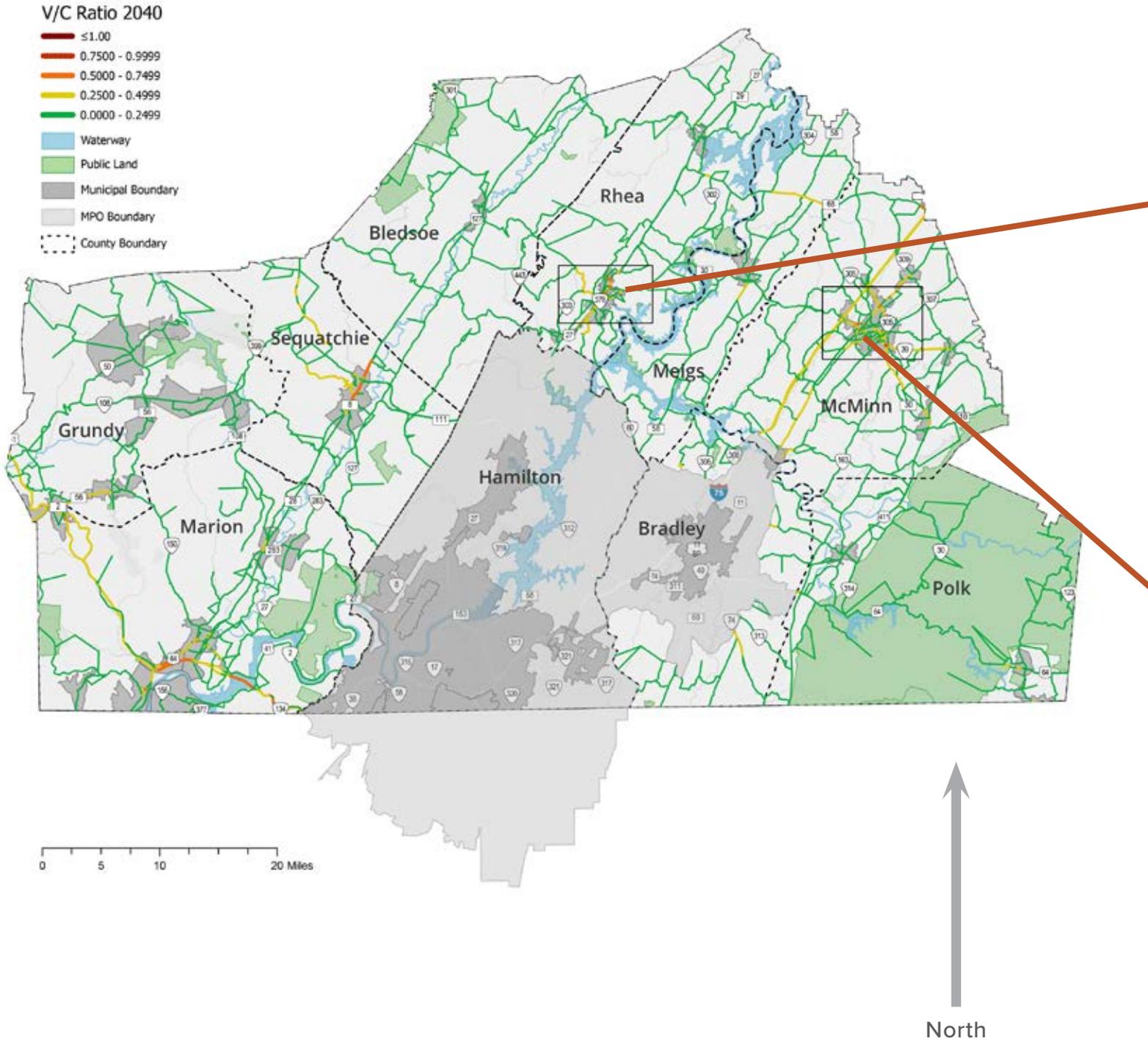
Sequatchie County had a few capacity issues in 2010. Rankin Ave (US Hwy 127) going through the city of Dunlap had a v/c ratio between 0.4 and 0.6 indicating some capacity concerns. In 2040, Rankin Ave (US Hwy 127) in Dunlap is forecasted to have a section with v/c ratio between 0.6 and 0.8 indicating capacity issues. Fredonia Rd. in Dunlap is forecasted to have a v/c ratio between 0.4 and 0.6. State Route 8 will also have a v/c ratio between 0.4 and 0.6 in 2040.

2010 V/C RATIO MAP

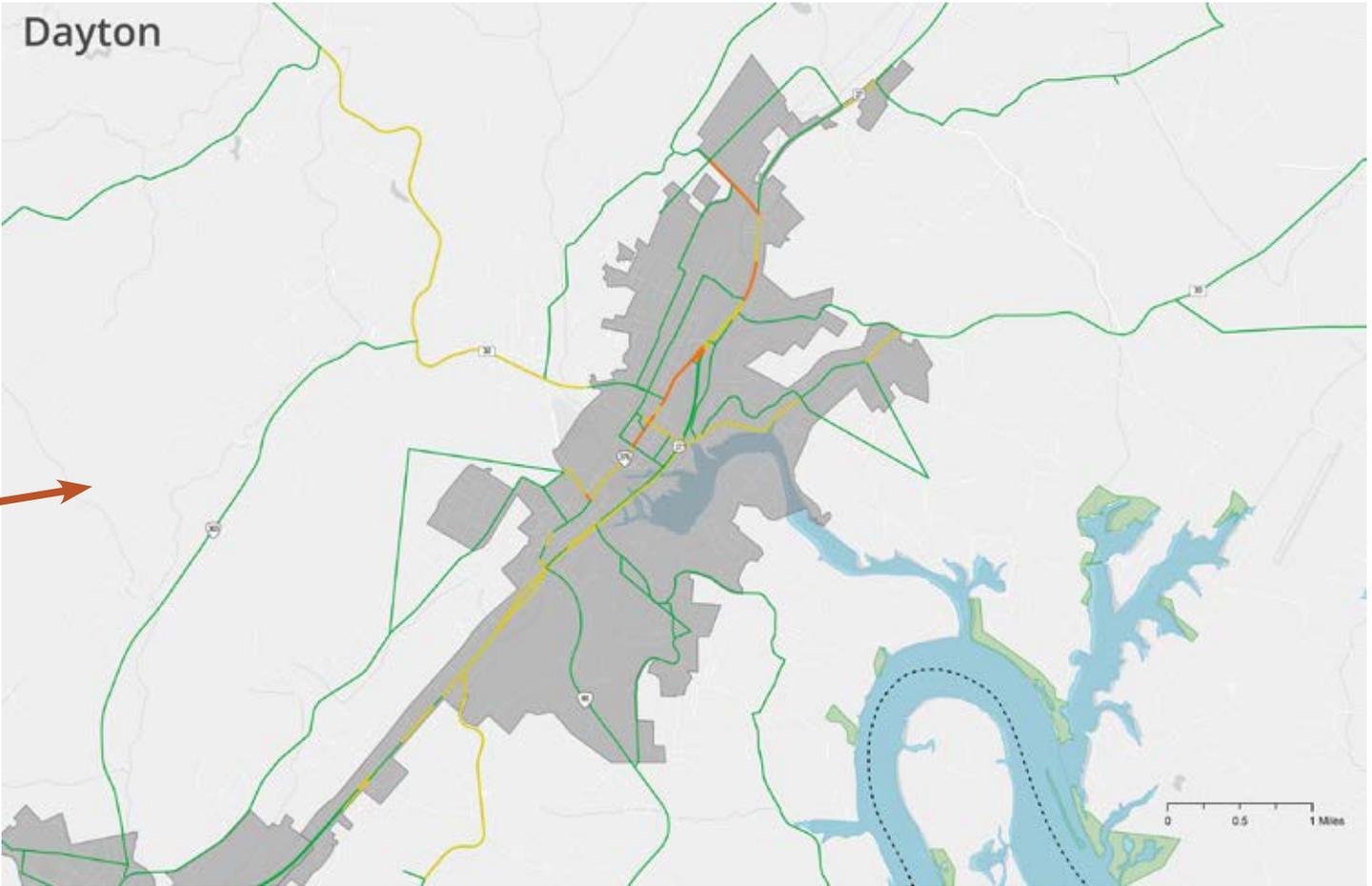




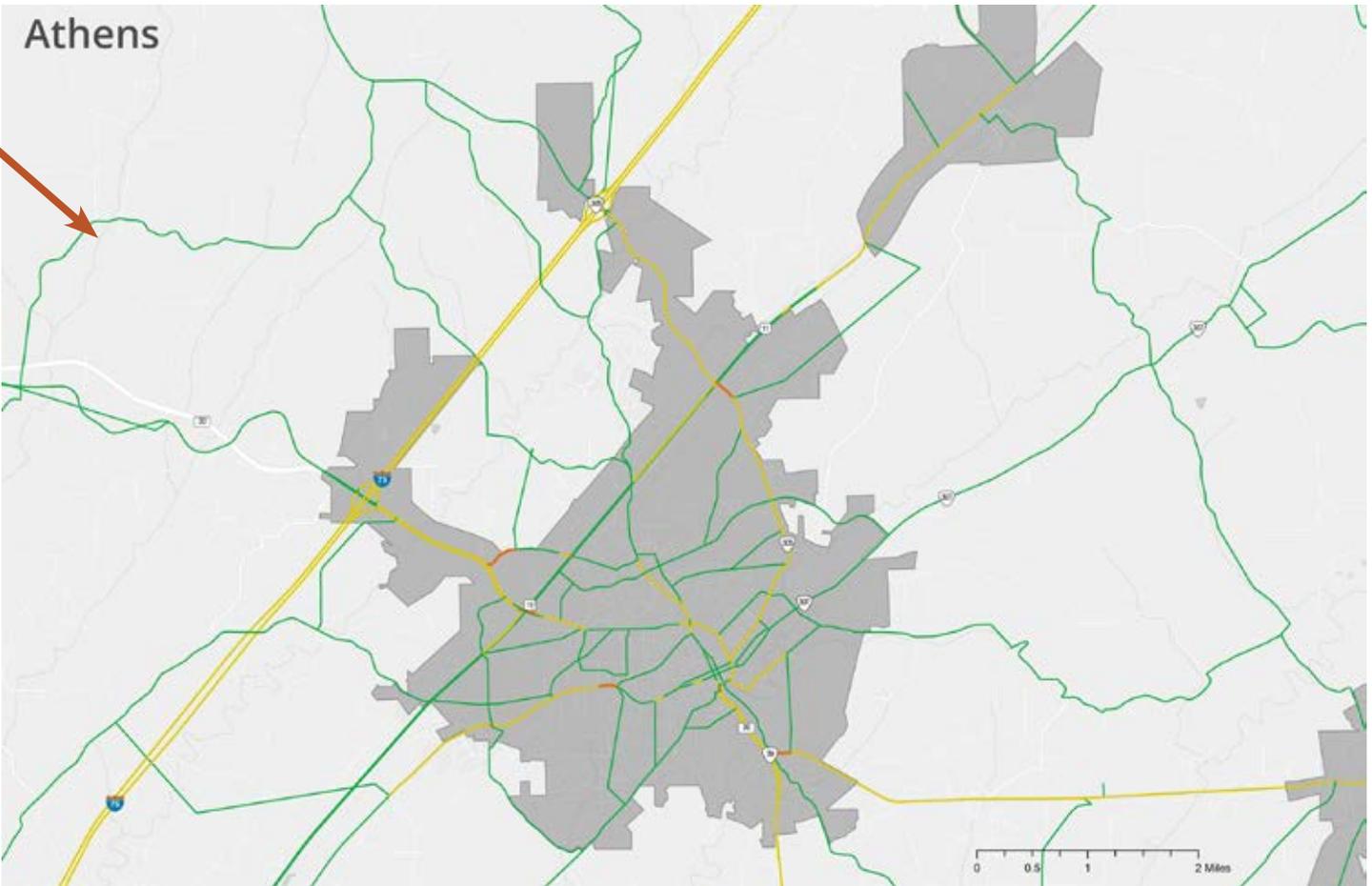
2040 V/C RATIO MAP



Dayton

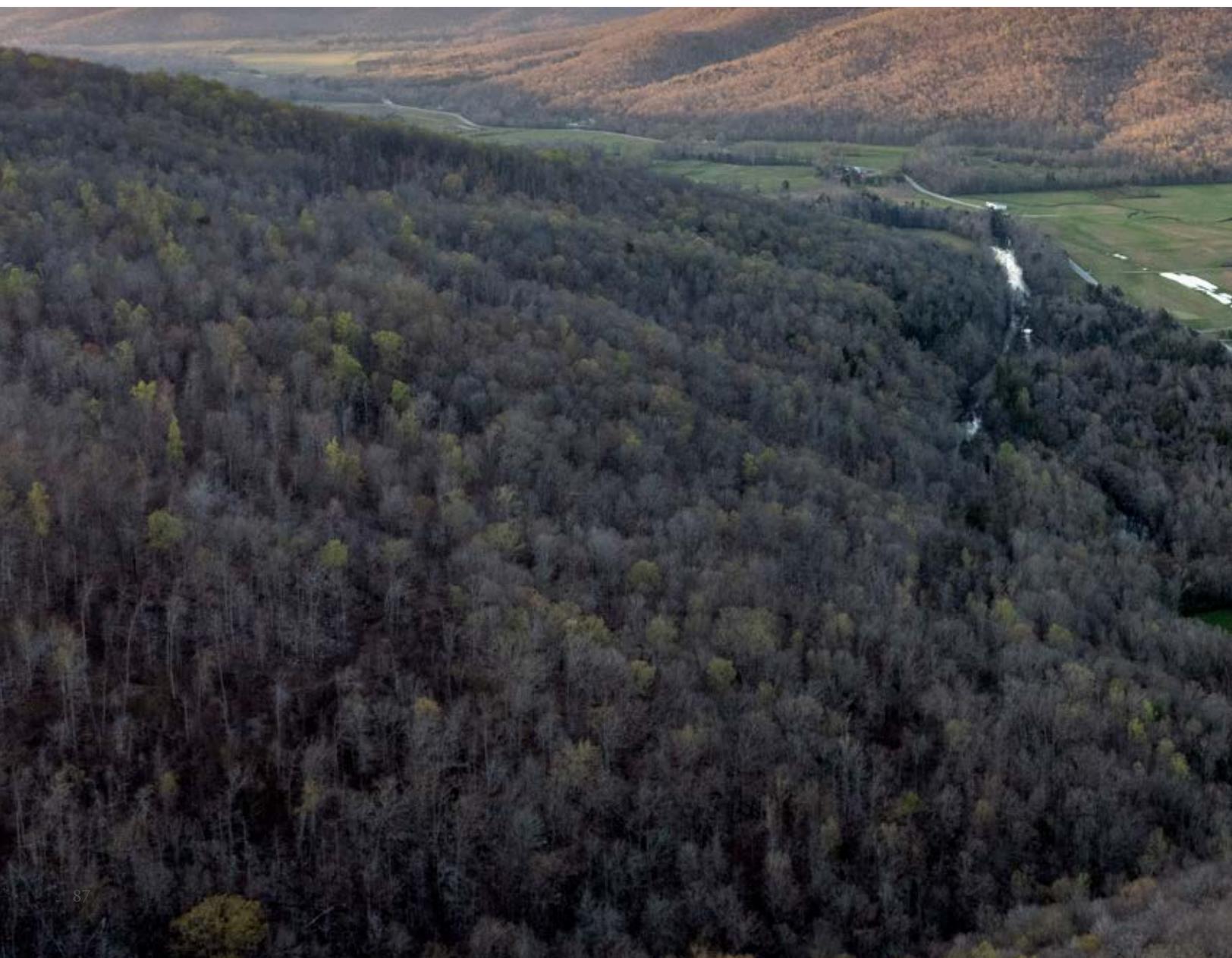


Athens



2010 AND 2040 V/C RATIO TABLES

2010 VOLUME / CAPACITY RATIO MILEAGE					
COUNTY	0.00 - 0.199	0.200 - 0.399	0.400 - 0.599	0.600 - 0.799	0.800 +
Bledsoe	167.10	0.04	0.00	0.00	0.00
Bradley	59.25	3.48	0.00	0.00	0.00
Grundy	127.17	18.62	0.00	0.00	0.00
Marion	245.35	74.49	1.37	0.09	0.00
Meigs	130.42	2.08	0.00	0.00	0.00
McMinn	298.72	84.83	2.27	0.22	0.00
Polk	184.90	6.06	0.00	0.00	0.00
Rhea	213.42	1.93	1.16	0.08	0.00
Sequatchie	130.29	0.94	4.09	0.00	0.00



2040 VOLUME / CAPACITY RATIO MILEAGE

COUNTY	0.00 - 0.199	0.200 - 0.399	0.400 - 0.599	0.600 - 0.799	0.800 +
Bledsoe	159.00	8.14	0.00	0.00	0.00
Bradley	57.36	2.73	0.00	0.00	0.00
Grundy	126.25	19.55	0.00	0.00	0.00
Marion	231.18	56.94	34.05	0.41	0.00
Meigs	114.75	17.75	0.00	0.00	0.00
McMinn	109.20	64.95	43.59	0.40	0.00
Polk	183.27	7.81	0.00	0.00	0.00
Rhea	191.18	34.48	3.73	0.90	0.00
Sequatchie	107.99	21.67	4.38	1.28	0.00



Truck Traffic

The Southeast RPO has several corridors that have high truck volumes. Interstates 24 and 75 carry large volumes of truck traffic. Principal arterial roadways generally also carry higher truck volumes compared to other functional road classes.

In the following paragraphs, routes in each county with high truck volumes are mentioned. Truck traffic volumes in each county are compared to routes in the RPO. Routes that have a higher than statewide average for multi-unit truck volumes are also highlighted. Multi-unit trucks have more than two units, such as a tractor and trailer or freight traffic. The multi-unit and single-unit truck shares in the traffic are compared to the statewide averages per functional class based on 2019 AADTs.

The highest truck volumes in the Southeast RPO are on the following state routes: SR 28 in Marion County; SR 8 and SR 111 in Sequatchie County; SR 29 in Rhea County; SR 2 and SR 30 in McMinn County; US Hwy. 411 in Polk County. Interstate 28 is in Marion and Grundy County, and I-75 going through McMinn County have the highest truck volumes in the Southeast RPO.

Bledsoe County

In Bledsoe County, US Hwy 127 is the main truck route. The route carries the highest truck volumes on the segment from the city of Pikeville going south with a truck AADT of up to 1,000.

Bradley County

Since most of Bradley County is in the Cleveland MPO, state routes outside the MPO boundary have low truck volumes below 500 AADT. Interstate 75 goes through Bradley County and is the main freight route.

Grundy County

In Grundy County, almost all routes have truck volumes below 500 AADT. Interstate 24 is going through Grundy County in the west and is the main freight route with high truck volumes. Besides that, US Hwy. 41A connecting to I-24 in the west has truck volumes between 500 and 1,000 AADT.

Marion County

Marion County has I-24 running through the county, connecting the cities of Monteagle and Kimball. Interstate 24 serves as the main freight route carrying high truck volumes. State Route 28 in Marion County has segments with truck volumes below 500 AADT, and a segment where truck volumes exceed 1,000 AADT going into the city of Jasper.

McMinn County

Interstate 75 runs through McMinn County and serves as the main freight corridor, which contributes to a lot of the truck traffic in McMinn County. State Route 30 also carries high truck volumes (above 1,000 AADT). US Hwy. 11 in Athens has truck volumes between 500 and 1,000 AADT and exceeds 1,000 AADT in the city of Athens. US-Hwy. 411 going through Englewood, Williamsburg, and Etowah is also more heavily traveled by trucks than most other routes in the county.

Meigs County

State Routes 68 and 30 are the main travel corridors in Meigs County which carry the highest truck volumes in the county, varying between 500 and 1,000 AADT.

Polk County

US Hwy. 411 in Polk County is the main truck route. A segment of US Hwy. 411 south of Benton has the highest truck volumes in the county, exceeding 1,000 AADT. Also, segments of US Hwy. 74 and SR 68, south of Ducktown, have higher truck AADTs compared to most routes in the county.

Rhea County

State Route 29 (US Hwy. 27) is the main truck route in Rhea County and has the highest truck volumes on a segment from Dayton to Spring City. Segments of SR 68 in the northern part and SR 60 in the south, both connecting to SR 29, have truck volumes between 500 and 1,000 AADT.

Sequatchie County

In Sequatchie County, SR 8 and SR 111 are the main truck routes and carry higher truck volumes compared to other state routes in the RPO. Segments of both, SR 8, and SR 111, in the city of Dunlap, have the highest truck volumes exceeding 1,000 AADT.

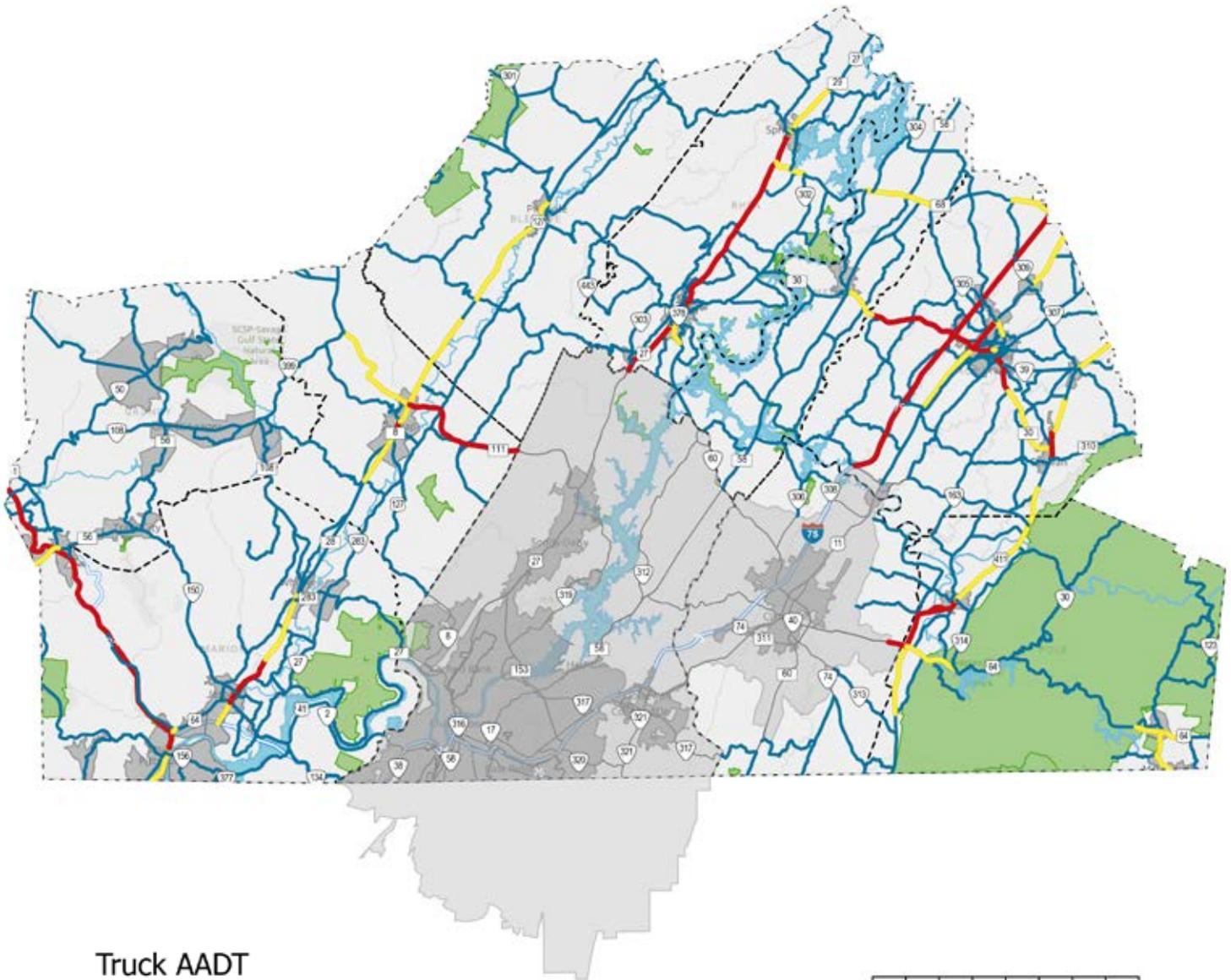


AVERAGE OF SINGLE-UNIT AND MULTI-UNIT TRUCK SHARES PER FUNCTIONAL CLASS

RURAL SYSTEM						
<i>Type Trucks</i>	<i>Rural</i>		<i>Other Principal</i>			
	<i>Interstate</i>	<i>Rural Freeway</i>	<i>Arterial</i>	<i>Minor Arterial</i>	<i>Major Collector</i>	<i>Minor Collector</i>
Single Unit	N/A	2.73%	4.12%	3.03%	2.25%	2.18%
Multi Unit	N/A	1.09%	0.70%	0.18%	2.00%	0.10%

URBAN SYSTEM						
<i>Type Trucks</i>	<i>Urban</i>		<i>Other Principal</i>			
	<i>Interstate</i>	<i>Urban Freeway</i>	<i>Arterial</i>	<i>Minor Arterial</i>	<i>Major Collector</i>	<i>Minor Collector</i>
Single Unit	N/A	3.80%	2.98%	3.74%	2.26%	2.26%
Multi Unit	N/A	2.10%	2.10%	0.39%	0.20%	0.30%

TRUCK AADT IN SOUTHEAST REGION



Truck AADT

- ≤ 500
- ≤ 1,000
- ≤ 20,000

- Interstate
- State Route
- Waterway
- Public Land
- MPO Boundary
- Municipal Boundary
- County Boundary

0 5 10 20 Miles





Commute Flows

Throughout the Southeast RPO, most commuting trips end in the same county where they originated. Therefore, commuting across counties within the RPO is relatively minimal and is predominately contained within each individual county. The following section describes the commute flows between the counties in the Southeast RPO. Commute flows to Hamilton County are considered as well because it is adjacent to the Southeast RPO, and it contains lots of workplaces for residents in the region.

Most commuters residing in Bledsoe County travel to Rhea County (64.2 percent), while about a third travel to Sequatchie County. Commuters from Bradley County travel mostly to McMinn County (57.9 percent). The vast majority from Grundy County commute to Marion County for work (89.5 percent). Most workers residing in Marion County commute to Sequatchie (300 workers) and to Grundy County (210 workers). Around 2,261 commuters (73.4 percent) from McMinn County work in Bradley County, which also includes the Cleveland MPO. Commuters from Meigs County travel to Bradley County and McMinn County. Also, most commuters (70.5 percent) from Polk County travel to adjacent Bradley County. Rhea County has only 355 commuters, and most also work in Bradley County (143). Commuters from Sequatchie County travel to Marion and Bledsoe County.

Hamilton County is adjacent to the Southeast RPO and provides many jobs to residents living in the RPO. The highest numbers of commuters to Hamilton County travel from Bradley County (6,672 commuters), Marion County (3,442 commuters), Sequatchie County (2,208 commuters), and Rhea County (1,311 commuters).

Commuters by Industry

Most of the commuters work in the manufacturing industry sector (28.9 percent), followed by the trade sector (20.3 percent) and education sector (18.9 percent). Most commuters from Bledsoe County work in the education sector and other jobs. The majority from Bradley County (including the Cleveland MPO) work in manufacturing followed by trade. Commuters from Grundy County work mostly in education. About the same number of commuters from Marion County work in education, trade, and manufacturing. The majority from McMinn County work in manufacturing. Commuters from Meigs County mostly work in manufacturing and education. Workers who commute from Polk County work in trade and education. Most workers who reside in Rhea County and commute to other counties work in manufacturing, trade, and agriculture. Most commuters from Sequatchie County work in trade.

INDUSTRY

		<i>Agriculture</i>	<i>Arts</i>	<i>Education</i>	<i>Information</i>	<i>Manufacturing</i>	<i>Other</i>	<i>Trade</i>	<i>County Totals</i>
Destination	Bledsoe	10	50	60	29	0	70	20	239
	Bradley*	729	230	769	705	1435	144	1049	5061
	Grundy	85	40	100	15	40	10	25	315
	Marion	10	130	215	70	195	84	200	904
	McMinn	155	115	629	115	1005	180	320	2519
	Meigs	10	30	164	30	270	30	40	574
	Polk	10	10	150	15	30	75	170	460
	Rhea	439	35	195	205	590	14	534	2012
	Sequatchie	44	19	95	12	50	28	179	427
	RPO Destination Totals	1492	659	2377	1196	3615	635	2537	
Hamilton*	1480	969	3800	2994	4060	1250	4015	18568	

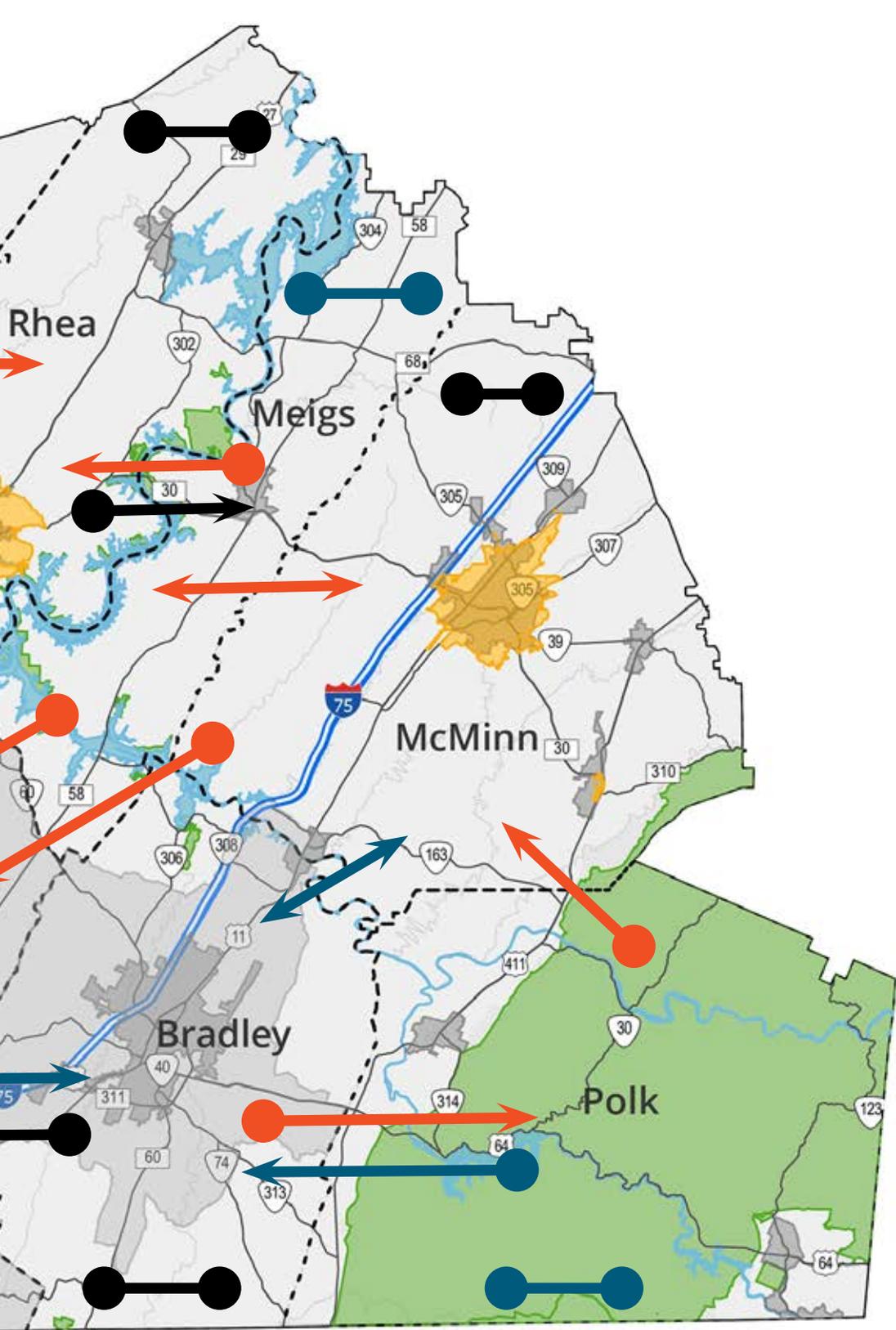
DESTINATION

		<i>Bledsoe</i>	<i>Bradley*</i>	<i>Grundy</i>	<i>Marion</i>	<i>McMinn</i>	<i>Meigs</i>	<i>Polk</i>	<i>Rhea</i>	<i>Sequatchie</i>	<i>RPO Origin Totals</i>	<i>Hamilton*</i>
Origin	Bledsoe	1746	28	-	7	17	-	-	697	337	1086	730
	Bradley*	-	30793	-	8	1066	96	294	375	-	1839	6672
	Grundy	15	8	2313	459	2	-	-	10	19	513	316
	Marion	-	96	210	5668	12	-	-	48	300	666	3442
	McMinn	-	2261	-	-	14179	300	81	438	-	3080	803
	Meigs	-	538	12	-	650	1050	3	323	-	1526	656
	Polk	-	1760	-	-	682	-	2329	55	-	2,497	453
	Rhea	76	143	-	-	91	45	-	8906	-	355	1311
	Sequatchie	213	-	24	338	-	-	-	56	2,205	631	2208
	RPO Origin Totals	304	4834	246	812	2520	441	378	2002	656		
Hamilton*	53	2561	2	333	107	90	41	1380	242			

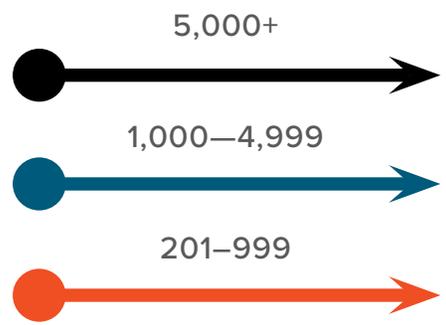
*Part of these counties are inside of MPO boundaries

Note: RPO Totals exclude trips where the origin and destination are within the same county.

Source: U.S. Census Bureau, American Community Survey 2012-2016 Five-year estimates. Special Tabulation: Census Transportation Planning



NUMBER OF COMMUTERS FROM ORIGIN TO DESTINATION





Safety

Crashes

Most of the vehicle crashes concentrate in the larger cities of the Southeast Tennessee RPO and along the major travel routes. The highest density of crashes is in Athens in McMinn County with between 101 and 150 crashes in the city. The second highest crash density is in Dayton on Rhea County. The crash density in the Dayton city area is between 51 and 100. Some of the cities in Marion County, such as Kimball, South Pittsburg, Jasper and Monteagle have crash densities between 26 and 50. Bledsoe County has the lowest crash density. Polk County also had a low crash density.

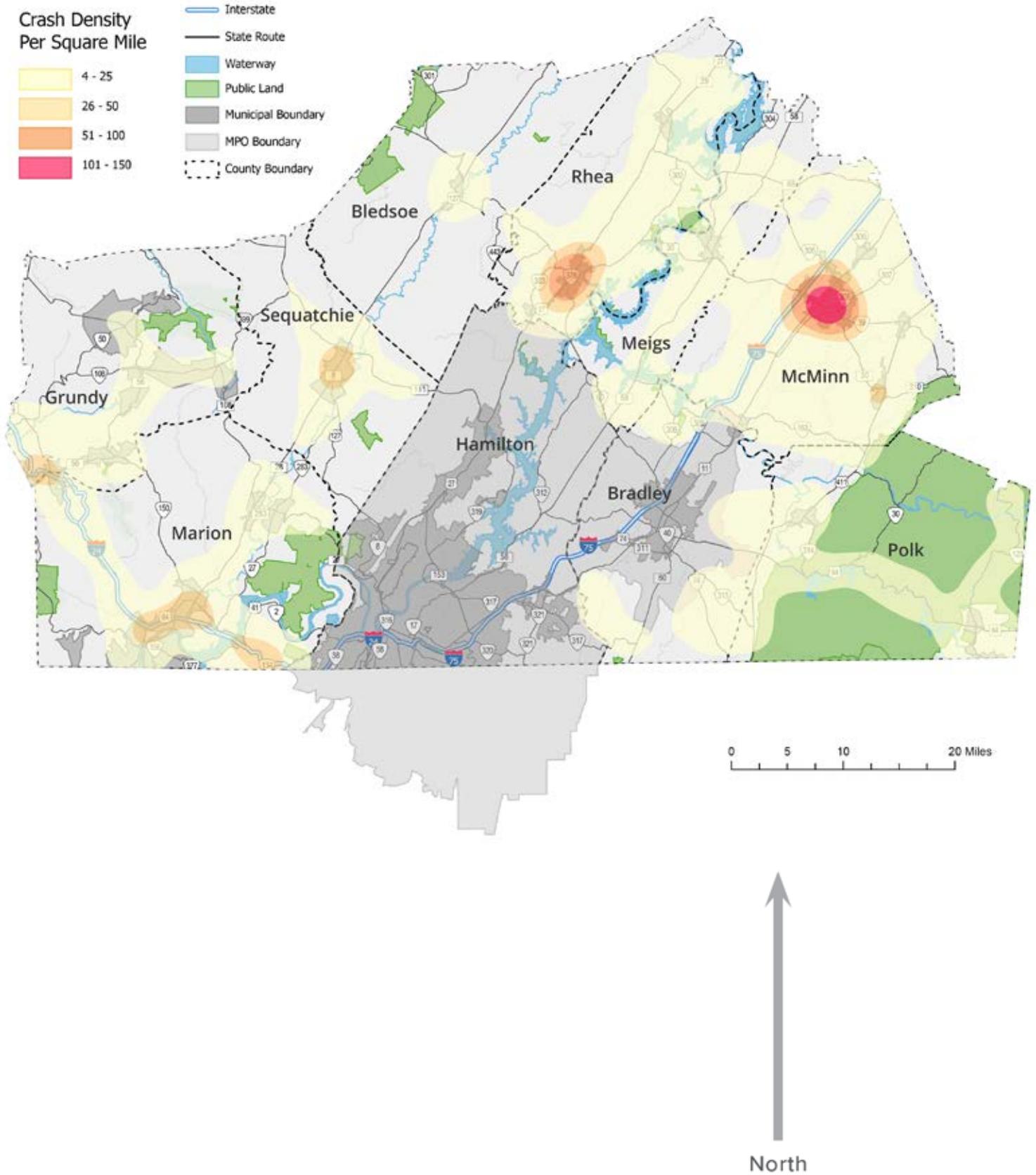
Pedestrian and Bicycle Crashes

In the Southeast RPO were 707 bicycle and pedestrian crashes between 2016 and 2021. Of these, 69.0 percent were pedestrian crashes and 31 percent were bicycle crashes. Around 60 percent of bicycle and pedestrian crashes occurred along roadways and 40 percent at intersections. The vast majority of bicycle and pedestrian crashes (54.3 percent) occurred in Bradley County and 19.6 percent in McMinn County. Most accidents happened in clear weather conditions and in daylight.

SOUTHEAST RPO VEHICULAR CRASHES

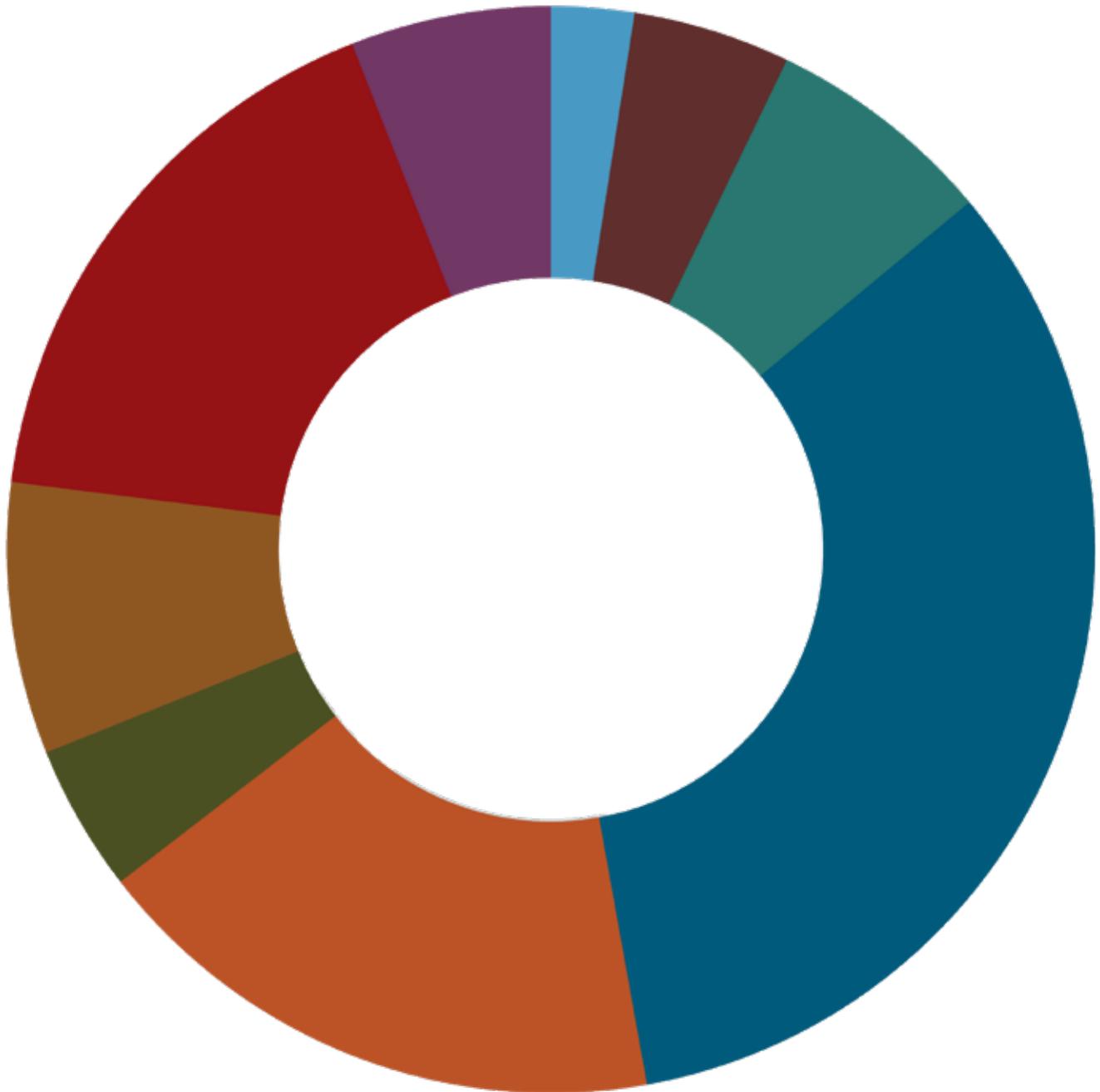
<i>County</i>	<i>Count</i>	<i>Percent</i>
Bledsoe	473	2.46%
Bradley	900	4.67%
Grundy	1311	6.82%
Hamilton	6	0.03%
McMinn	6387	33.21%
Marion	3338	17.35%
Meigs	842	4.38%
Polk	1554	8.08%
Rhea	3279	17.05%
Sequatchie	1145	5.95%

VEHICLE CRASH DENSITY IN SOUTHEAST





SOUTHEAST RPO VEHICULAR CRASHES



 Bledsoe (473) 2.46%

 Bradley (900) 4.67%

 Grundy (1311) 6.82%

 Marion (3338) 17.35%

 McMinn (6387) 33.21%

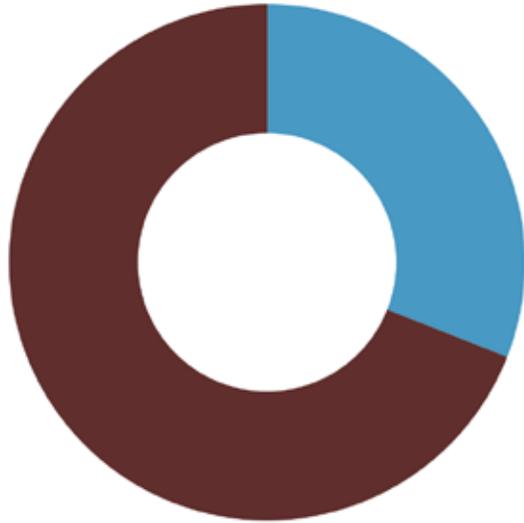
 Meigs (842) 4.38%

 Polk (1554) 8.08%

 Rhea (3279) 17.05%

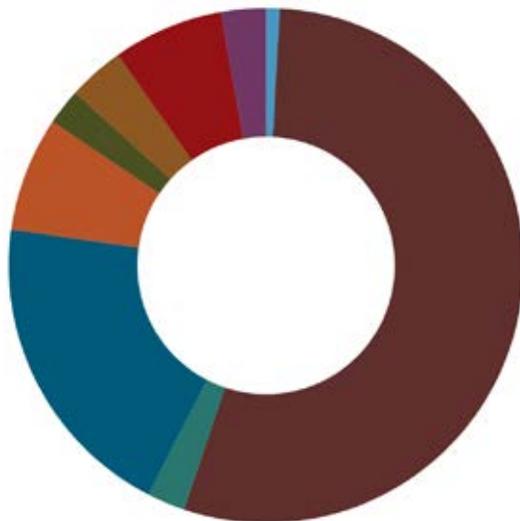
 Sequatchie (1145) 5.95%

PEDESTRIAN AND BICYCLE CRASHES



Bicycle & Pedestrian Crashes in Southeast RPO

- Bicycle (30.98%)
- Pedestrian (69.02%)



Bicycle & Pedestrian Crashes by County

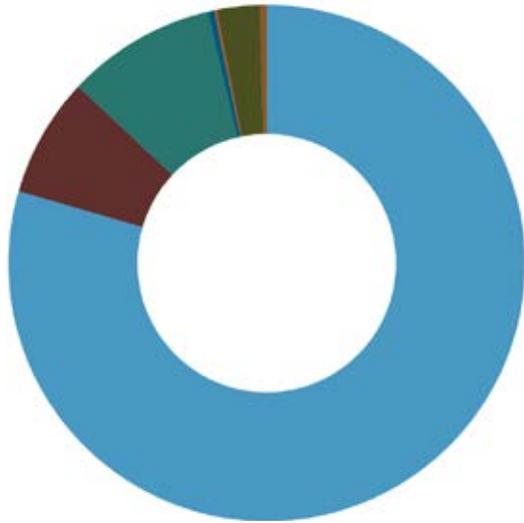
- Bledsoe (0.85%)
- Bradley (54.31%)
- Grundy (2.41%)
- Marion (7.21%)
- McMinn (19.66%)
- Meigs (2.26%)
- Polk (3.45%)
- Rhea (6.93%)
- Sequatchie (2.83%)



Bicycle & Pedestrian Crashes by Location

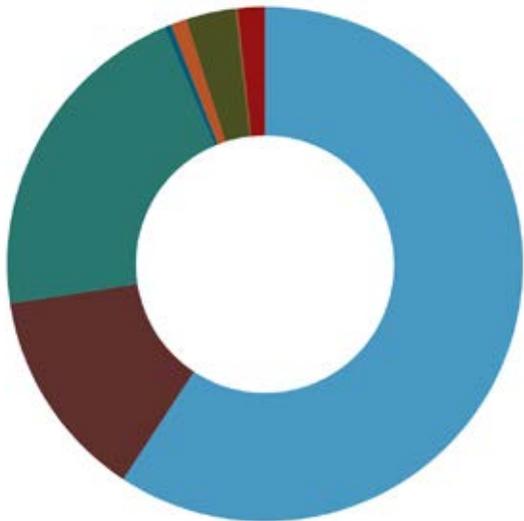
- Intersection (40.45%)
- Midblock (59.55%)

Bicycle & Pedestrian Crashes by Weather Conditions



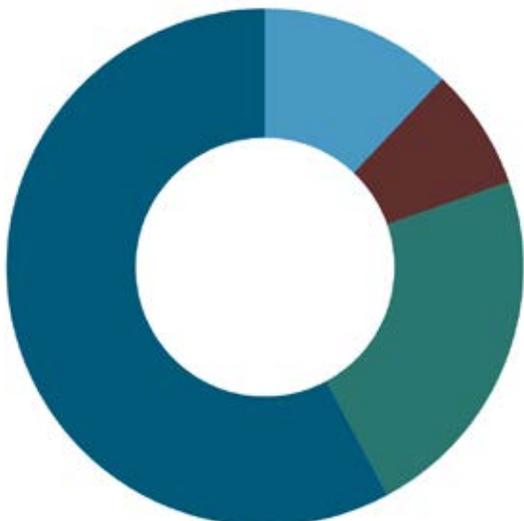
- Clear (79.49%)
- Cloudy (7.5%)
- Rain (9.34%)
- Fog (0.42%)
- Snow (0.14%)
- Other (2.69%)
- Unknown (0.42%)

Bicycle & Pedestrian Crashes by Light Conditions



- Daylight (59.26%)
- Dark, Lighted (13.3%)
- Dark, Not Lighted (21.07%)
- Dark, Unknown Lighting (0.42%)
- Dawn (1.0%)
- Dusk (3.11%)
- Other (0.14%)
- Unknown (1.7%)

Bicycle & Pedestrian Crashes by Severity



- Uninjured (12.02%)
- Fatality (7.64%)
- Suspected Serious Injury (22.49%)
- Other Injured (57.85%)



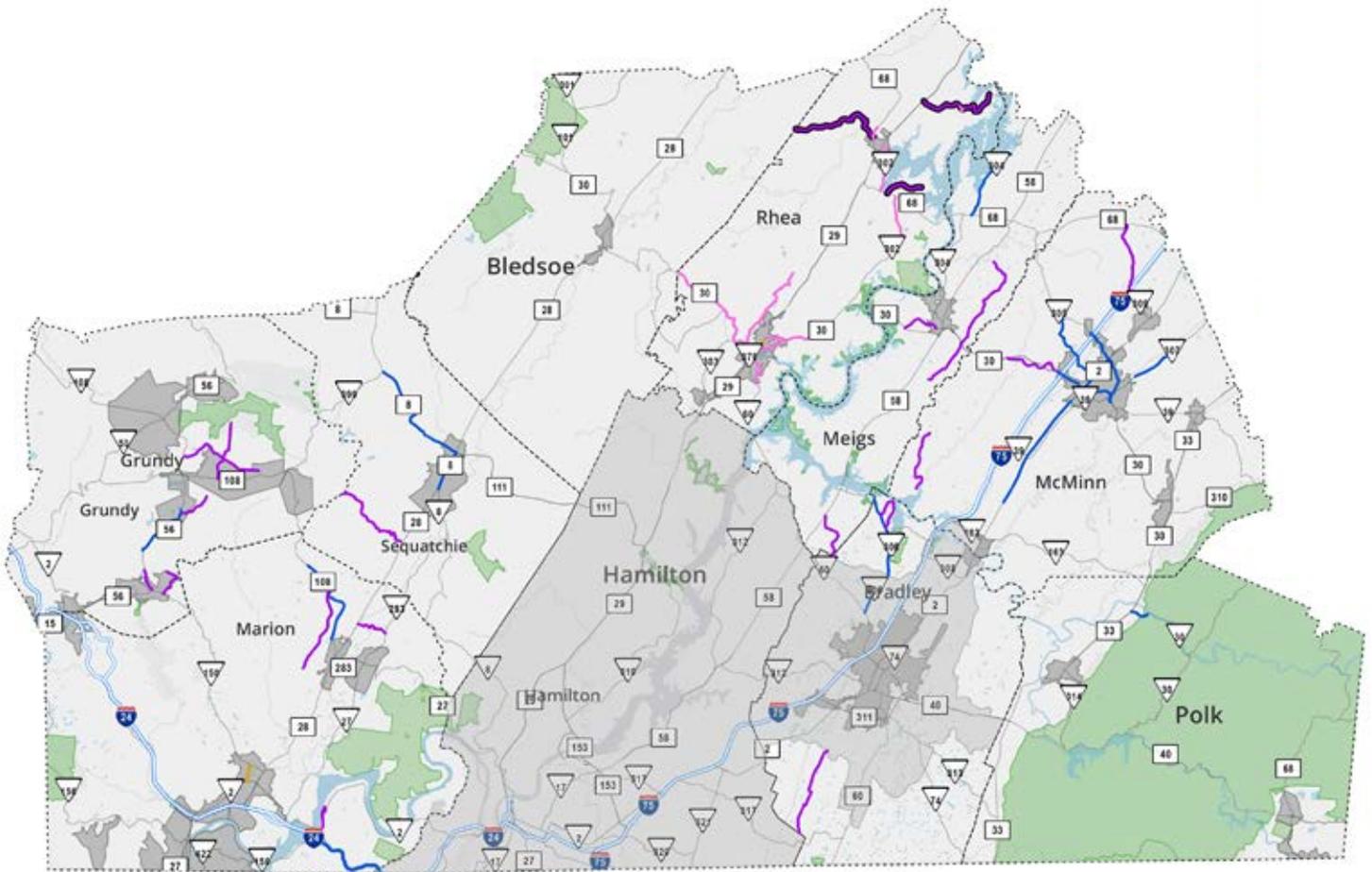
TDOT Safety Projects

TDOT is concerned with rural road safety. Local road agencies often do not have the resources needed to address safety problems adequately. Throughout the Southeast RPO, a total of 46 safety projects were performed from 2016-2020. These projects include the Local Roads Safety Initiative (LRSI), Road Safety Audit (RSA), Spot Safety improvements, and miscellaneous safety improvements. The LRSI assists local governments outside Metropolitan Planning Organization (MPO) planning areas to improve safety issues on non-State Routes in their jurisdictions. All the LRSIs in the Southeast RPO were initiated in 2020. An RSA comprises a multi-disciplinary management team to improve the safety of roadways and intersections for all users. RSAs are intended to eliminate or alleviate safety concerns that have been identified when studying crash data and from actual field investigations. Another safety project that TDOT provides is Spot Safety Improvements. These projects are typically used on or at intersections with State Routes in areas where the population is less than 50,000. Miscellaneous safety improvements can include installing yellow flashing beacons, signs, pavement markings, guardrail, etc.

In the Southeast RPO, McMinn County had the most safety projects, total of 11 between 2017 and 2020 with six still ongoing. Rhea County had the second most safety projects with nine total, four of which re LRSIs. Grundy County has had seven safety projects, six of which are LRSIs started in 2020.

A large portion of these projects in the RPO have been completed or are currently underway. The scope of work varies from each county but could include signing, pavement marking, guardrails, and flashing beacons, in addition to other miscellaneous safety improvements. For additional details of safety projects in the region, please see the Appendix.

TDOT SAFETY PROJECTS



0 5 10 20 Miles



Project Type/Project Status

- Expedited Project Delivery/Closed
- Expedited Project Delivery/Complete
- Local Road Safety Initiative/Closed
- Local Road Safety Initiative/Complete
- Local Road Safety Initiative/LET
- Roadway Departure/Closed
- Spot Safety/Closed
- Interstate
- State Route
- Municipal Boundary
- MPO Boundary
- Waterway
- Public Land
- County Boundary

Multimodal Facilities

Bicycle Level of Service (BLOS)

Tennessee's statewide Bicycle Plan Update was completed in 2011. In 2016, TDOT prepared a State Bicycle Route System Update, which included a bicycle suitability analysis of Tennessee's roadways. A total of 12,600 miles of state and federal highways were rated bicycle suitability using the Bicycle Level of Service (BLOS) methodology. Roadway inventory data for the calculation of the BLOS was taken from TRIMS.

The inputs for calculating the BLOS index are flow rate*, the effective width of a road segment, and the effective speed factor. The result is an overall score about on-road bicyclist comfort level as a function of a roadway's geometry and traffic conditions. The score also depends on the percentage of heavy vehicles and FHWA's 5-point pavement surface rating for each road segment. The score also relies upon the percentage of heavy vehicles and FHWA's 5-point pavement surface rating for each road segment. The score resulting from the BLOS equation is converted into an LOS A-F letter grade score where A is best, and F is worst. Roads with an LOS A through D are considered suitable for bicycle travel, and roads with an LOS E and F are not suitable for bicycle travel.

In the Southeast Tennessee RPO are 777.60 miles that have been examined for suitability of bicycle travel. As a result, 436.75 miles (56.2 percent) have a BLOS A through D and are considered suitable for bicycle travel. About 340.85 miles (43.8 percent) are considered not suitable for bicycle travel because they have the BLOS E through F. The highest number of miles, 220.36 miles, has BLOS E. The most suitable routes for bicycle travel are SR 29 in Rhea County (BLOS A), SR 28 in Marion and Sequatchie Counties (BLOS A), SR 68 in McMinn and Meigs Counties (BLOS A), and SR 40 in Polk County (BLOS A) near Ducktown and Ocoee. State Route 2 in Marion County has BLOS B and is also suitable for bicycle travel.

State Routes least suitable for bicycle travel are SR 27 in Marion County (BLOS E), SR 40 (BLOS E) and SR 40 (BLOS E) in Polk

BIKE LEVEL OF SERVICE		
Grade	Mileage	Percentage
A	146.83	18.88%
B	68.73	8.84%
C	80.83	10.39%
D	140.36	18.05%
E	220.36	28.34%
F	120.49	15.50%

County along the Ocoee River, SR 28 in Bradley County (BLOS F), and SR 283 in Sequatchie County (BLOS E). See Tables on p 107.

Sidewalks and Bicycle Lanes

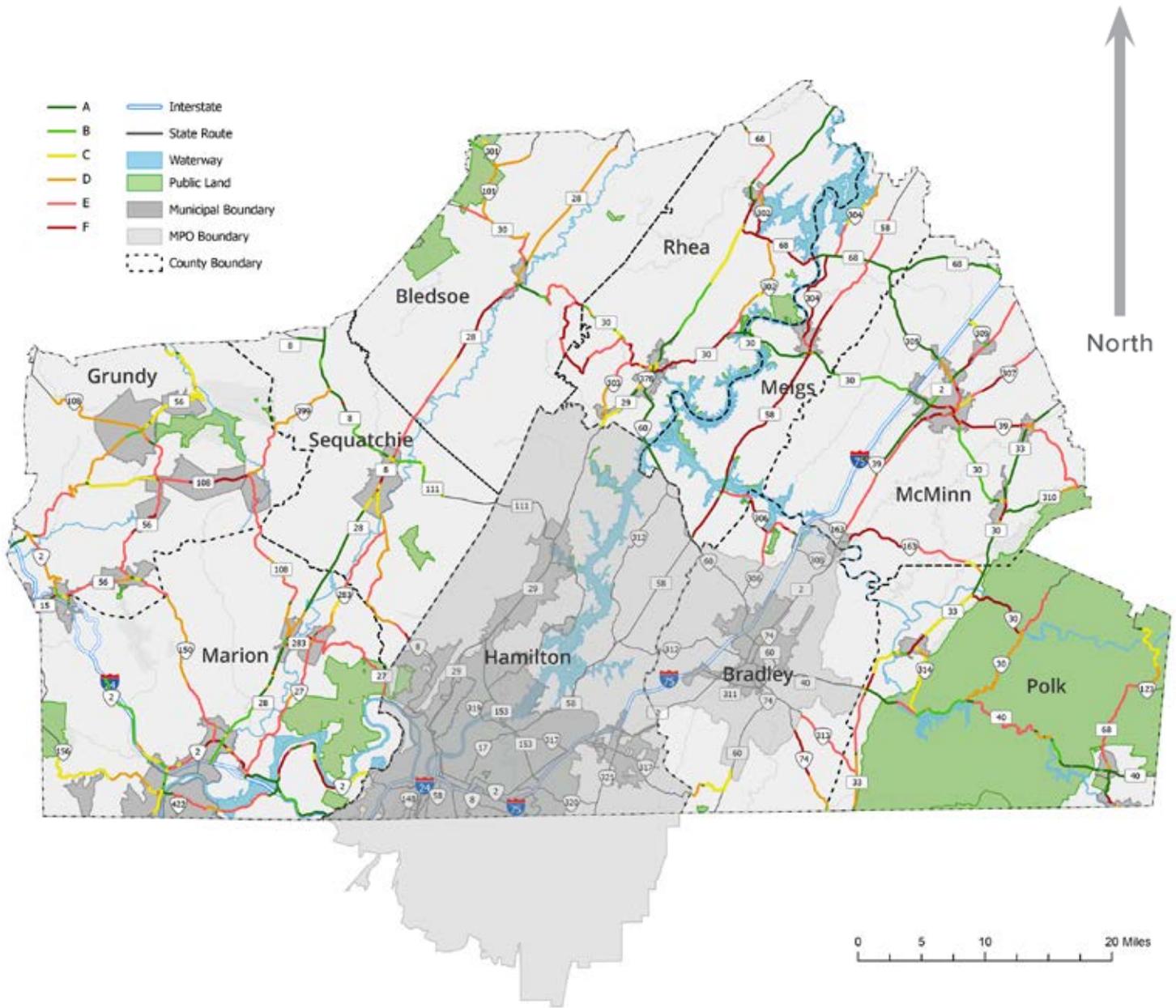
There are 127.1 miles of sidewalks in the Southeast RPO. The most sidewalk mileage is in McMinn County (56.23 miles) since it is the most urbanized county and largely due to the City of Athens. Marion County and Rhea County have 21.11 and 20.47 miles of sidewalks. The least amount of sidewalk mileage is in Bradley, Meigs, Grundy, and Sequatchie Counties.

There are 3.30 miles of bike lanes in the Southeast RPO. The bike lane section on SR 28 south of Dunlap from Jones Dr to Dry Creek Rd in Sequatchie County is 3.25 miles long. A short bicycle lane is in Monteagle on W Main St./SR 2 from Dixie Hwy to Dubose St in Grundy County and is 0.05 miles long. Compared to other RPOs in Tennessee, the bike lane mileage is similar. For example, South Central East RPO has 5 miles, West Tennessee RPO has 3.3 miles, and East Tennessee South RPO has 3.3 miles of bike lanes.

SOUTHEAST RPO SIDEWALK LANES	
County	Mileage
Bledsoe	5.33
Bradley	1.36
Grundy	3.64
Marion	21.11
McMinn	56.23
Meigs	2.05
Polk	12.04
Rhea	20.47
Sequatchie	4.87
Total Miles	127.11

SOUTHEAST RPO BICYCLE LANES	
County	Mileage
Grundy	.05
Sequatchie	3.25
Total Miles	3.30

BICYCLE LEVEL OF SERVICE (BLOS)



STATE ROUTES MOST SUITABLE FOR BICYCLE TRAVEL

- State Route 2 in Marion Counties (BLOS B)
- State Route 29 in Rhea County (BLOS A)
- State Route 28 in Marion and Sequatchie Counties (BLOS A)
- State Route 68 in McMinn and Meigs Counties (BLOS A)
- State Route 40 in Polk County (BLOS A)

STATE ROUTES LEAST SUITABLE FOR BICYCLE TRAVEL

- State Route 27 in Marion County (BLOS E)
- State Route 30 in Polk County (BLOS F)
- State Route 28 in Bradley County (BLOS F)
- State Route 283 in Sequatchie County (BLOS E)
- State Route 40 in Polk County (BLOS E)



Greenways

There are 12.8 miles of greenways in the Southeast RPO. McMinn County has six miles of greenways going east from the City of Athens, the Eureka Rail Trail. The trail connects Athens to Englewood. Grundy County has several greenways along SR 2 and SR 56 going through South Cumberland State Park to Tracy City. Marion County has a main greenway connecting the towns of South Pittsburg, Kimball, Jasper, and Sequatchie. There is a small greenway in Ducktown, Polk County.

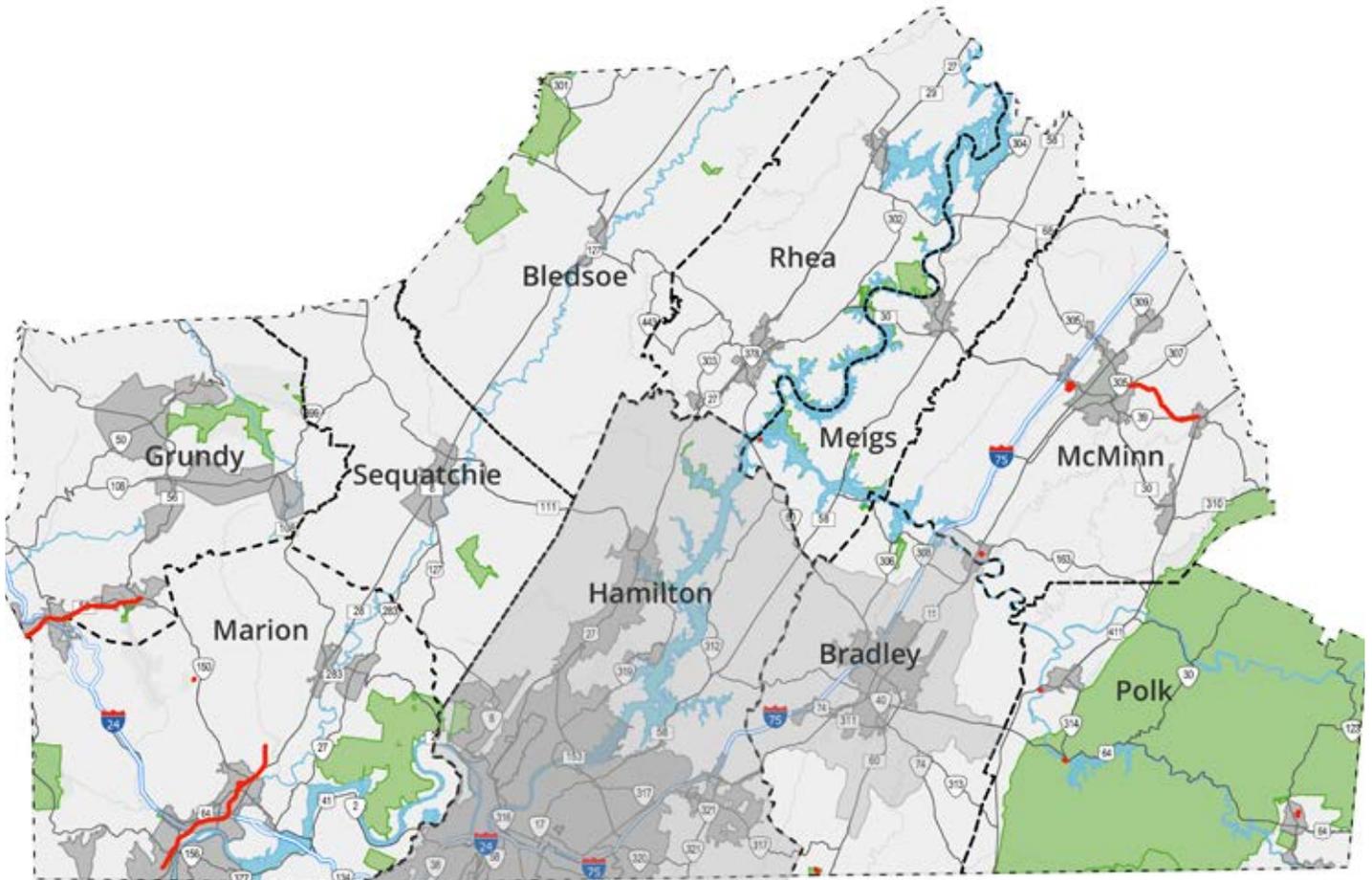
There are many benefits to trails and greenways in rural communities:

- Providing recreation options for persons of all ages
- Conserving open spaces and the environment
- Encouraging physical activity
- Preserving important cultural and historical places and events
- Creating gathering spaces for communities
- Providing accessibility to natural resources

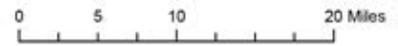
GREENWAYS IN SOUTHEAST RPO

<i>Greenway</i>	<i>Miles</i>	<i>County</i>
Red Clay Council Grounds Trail	0.40	Bradley
Mountain Goat Trail Phase 4 Grundy	0.00	Grundy
Mountain Goat Trail P3 Marion	2.40	Grundy/Marion
Mountain Goat Trail P4 Marion	0.00	Grundy/Marion
Mountain Goat Trail P2	0.50	Marion
South Pittsburg	0.00	Marion
South Pittsburg RailTrail P2	0.00	Marion
Kimball to Jasper RailTrail P3	0.00	Marion
Jasper to Whitwell Rail Trail P4	0.00	Marion
Jasper City Park Trail	0.80	Marion
Foster Falls Park, Fiery Gizzard Trailhead	0.10	Marion
Athens Rail2Trail Project	6.00	McMinn
Athens Regional Park Trail 1	0.70	McMinn
Athens Regional Park Trail 2	0.80	McMinn
Calhoun Meadowland Park Walking Trail	0.30	McMinn
Cherokee Memorial Removal Park	0.10	Meigs
Nancy Ward Gravesite Trail	0.10	Polk
Ocoee River Sugarloaf Trail	0.25	Polk
Ducktown City Trail 1	0.40	Polk

SOUTHEAST RPO GREENWAYS



- Greenways
- Interstate
- State Route
- Waterway
- Public Land
- Municipal Boundary
- MPO Boundary
- County Boundary



Public Transportation

Southeast Transportation Human Resource Agency (SETHRA) provides curb-to-curb public transportation services to all residents of the nine-county service area in Southeast Tennessee. The program offers transportation to facilities, shopping, and doctors. Anybody can participate in public transportation.

The service is provided by regular and lift-equipped vehicles. To assist with meeting the special needs of certain clients, SETHRA's fleet is over 80 percent accessible, or ramp/lift-equipped. Service is available to the public and contract clients on a first-come, first-served basis. SETHRA requests 24-hour notice for in-county trips and a 72-hour notice for out-of-county trips. Service hours are from 6 am to 6 pm. Buses do not operate on Saturdays, Sundays, and holidays. SETHRA schedules change daily as they do not operate any fixed routes.

Ridership on SETHRA decreased from 2019 to 2020 by 26.5 percent, which is attributed to the Covid-19 pandemic. From 2020 to 2021, ridership numbers mostly stayed the same and only increased very slightly. In 2021, SETHRA provided 96,958 trips. In comparison, in 2019, 131,259 trips were made. Most trips were done in McMinn County, Rhea County, and Sequatchie Counties.

SOUTHEAST HUMAN RESOURCE AGENCY RIDERSHIP			
	2019	2020	2021
Bledsoe	6,961	5,390	5,521
Bradley	10,137	10,417	10,278
Grundy	11,419	8,449	7,312
Marion	12,217	8,473	9,170
McMinn	37,102	26,386	25,756
Meigs	8,263	5,771	5,839
Polk	9,638	6,160	5,875
Rhea	19,386	13,727	14,918
Sequatchie	16,136	11,650	12,289
Totals	131,259	96,423	96,958





MOUNTAIN GOAT
TRAIL

WINE & SPIRITS

THE AMISH

IDENTIFIED TRANSPORTATION NEEDS & REGIONAL GOALS

Public Participation Process

Public participation throughout the RPOs across the state of Tennessee is an important element of transportation planning. The TDOT Long Range Planning Division has made efforts and will continue to encourage and engage more public participation in the rural communities it serves. It is significant for locally elected officials who often serve on the RPO’s Executive and Technical Committees, business owners, and the public to be actively involved in the planning process. TDOT’s Long Range Planning Division will continue to conduct a planning process that encourages outreach and considers local input in decisions and policymaking.

Nine meetings were held, one in each county of the Southeast RPO. The feedback and input from the meetings helped develop the plan. The purpose of these meetings was to engage with stakeholders outside of the formal RPO bi-annual meetings. In addition to gaining insight from other community members who may not currently be involved in the RPO process, we wanted to expand the opportunity to others within their respective counties to provide input. This opportunity allowed for the Office of Community Transportation (OCT) Planners to hear firsthand where safety, corridor, intersec-

tion, or maintenance issues vary among stakeholders; however, County Mayors, Municipal Mayors, Roadway Superintendents, as well as representatives of the Chamber of Commerce, Public Works, Emergency Management, and School Board were invited and encouraged to attend and participate.

For the first time in the development of the RRTPs, “Map.Social”, a map-based outreach platform, was used to engage the community stakeholders. Due to the Covid-19 pandemic, new virtual outreach methods were used. The Map.Social platform allowed stakeholders in each county to identify issues on an interactive map, pinpoint and label the geographical location and provide a description of the issue. TDOT provided the local stakeholders with an account to login to Map.Social. For each county, there was a virtual map that participants could mark locations with certain labels, such as community asset; development priority site; problematic intersection; public safety concern; undesirable use; key transit destination; desired use/development; poor appearance; and others. Local participants were asked to provide detailed descriptions for each marked location and to upload photos as well.

PUBLIC MEETINGS – SOUTHEAST TENNESSEE RPO

<i>Purpose</i>	<i>Stakeholders</i>	<i>Date & Location</i>
Kick-Off Presentation at RPO Spring Meeting	RPO Executive Board and Technical Committee	May 27, 2020 / Virtual Zoom
County One-on-One	Sequatchie County	June 8, 2020/ Virtual Zoom
County One-on-One	Marion County	June 9, 2020/ Virtual Zoom
County One-on-One	Meigs County	June 9, 2020/ Virtual Zoom
County One-on-One	Polk County	June 9, 2020/ Virtual Zoom
County One-on-One	Bradley County	June 15, 2020/ Virtual Zoom
County One-on-One	Bledsoe County	June 16, 2020/ Virtual Zoom
County One-on-One	Grundy County	June 19, 2020/ Virtual Zoom
County One-on-One	McMinn County	June 19, 2020/ Virtual Zoom
County One-on-One	Rhea County	June 29, 2020/ Virtual Zoom
Workshop Meeting	All Counties	May 12, 2021/ Virtual Zoom

Identified Transportation Needs

This section of the plan is a compilation of community concerns identified in the community engagement process. Each county in the Southeast RPO had an opportunity to share and identify potential areas that would require further analysis, which would determine the next steps for the identified areas. In the Southeast RPO, community stakeholders used Map.Social to mark locations on virtual county maps by using specific labels.

The list of transportation needs and improvement suggestions by county neither guarantee implementation nor funding but provide identified needs for the Southeast RPO.

The following pages include tables for each county that indicate the Transportation Need category, such as multimodal access, safety, freight, traffic congestion, connectivity and development. The list includes a title and description of each need, and an address.

The information was provided by each of the county representatives during the one-on-one meetings during the year 2020. In September 2022, the transportation needs lists were sent to the county mayors for review and a potential update. Comments on updates were received from Marion, Polk, and Sequatchie County representatives.

The transportation needs lists will be reevaluated during the next update of the RRTP.



BLED SOE COUNTY

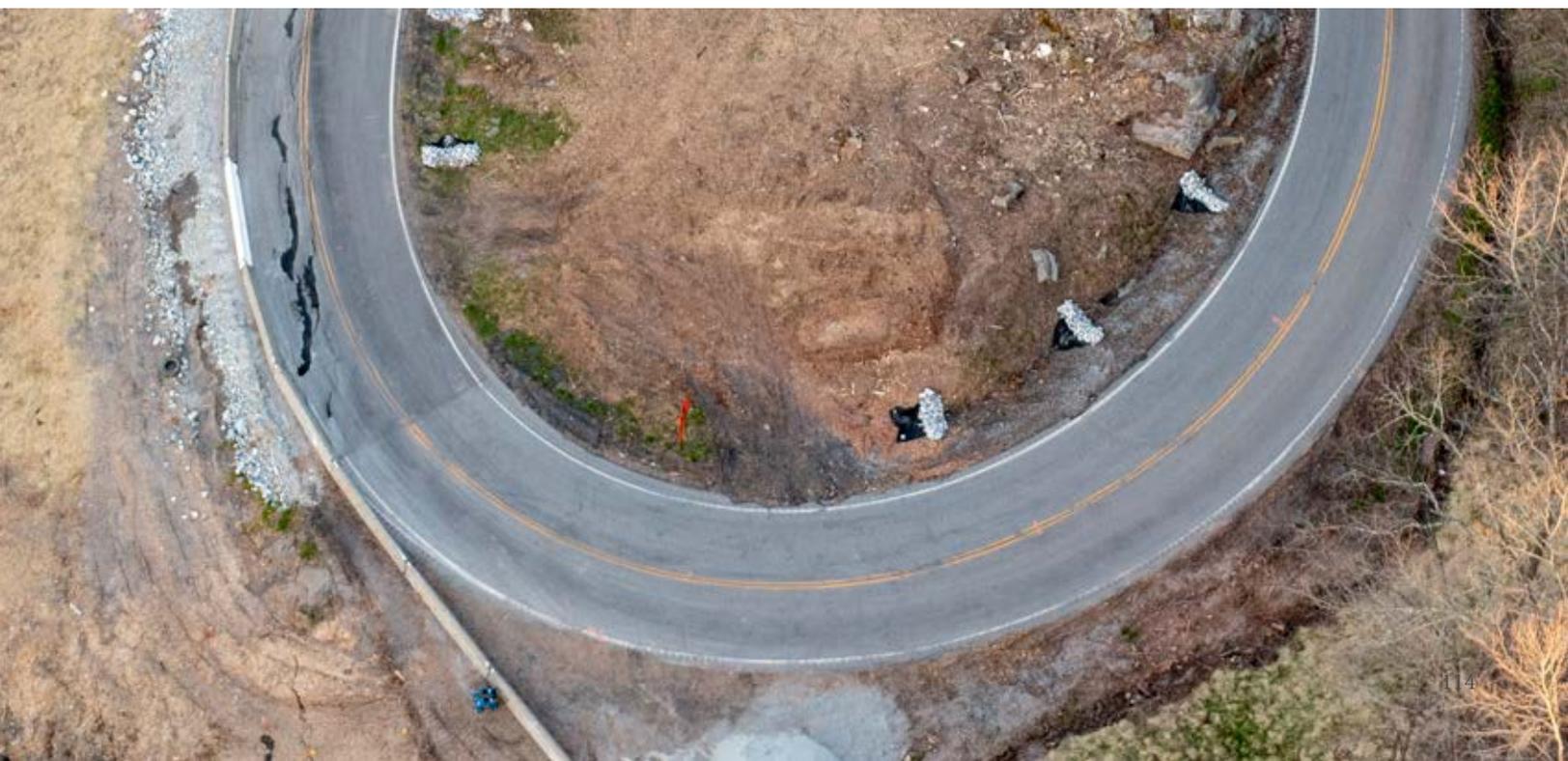
<i>Category</i>	<i>Title</i>	<i>Description</i>	<i>Address</i>
Multimodal Access	Hwy 30 Scenic Drive	Motorcycle and bicycle enthusiasts could enjoy this road with increased safety measures considered, possibly bicycle infrastructure.	33691-34105 TN-30, Pikeville, Tennessee, 37367
Multimodal Access	Bike/Plan Needed	Bike/Ped Plan needed throughout the city of Pikeville connecting to river. Intersection of SR 28 and SR 127 on south side of Pikeville at SR 30 East.	58-106 Old State Highway 28, Dunlap, Tennessee, 37327
Multimodal Access	Bike/Plan Needed	Have a bike route around the bypass to Spring St or Cumberland St and into downtown Pikeville would help bicyclers Downtown to rec area to ball fields, pedestrians and bicyclists have to cross five lanes of bypass without caution or street light.	9 Cumberland Ave, Pikeville, Tennessee, 37367
Multimodal Access	Bicyclist Route Attraction	Over 250 bicyclists participate in a ride to Fall Creek Falls from this location on Old Spencer Rd.	20-62 Old Spencer Rd, Pikeville, Tennessee, 37367

BRADLEY COUNTY

<i>Category</i>	<i>Title</i>	<i>Description</i>	<i>Address</i>
Freight	Increased Freight Movement	The opening of the inland port (Appalachian Regional Port) has brought observable traffic on this route as it is the first East-West connector northbound and sends freight straight through Cleveland.	6501-6589 E Waterlevel Hwy, Cleveland, Tennessee, 37323
Freight	Important Freight Connection	Important connector for freight movement.	NW Lauderdale Memorial Hwy, Charleston, Tennessee, 37310
Connectivity	Connectivity Needed	Much of the passage in Bradley County is directed North and South; an East-West connector is needed to improve travel times and enhance connectivity.	37323, Cleveland, Tennessee
Traffic Congestion	Development Coming	Property west of the Pilot Travel Center will be developed with hotel and shopping center. The Tristate Exhibition is in this area as well.	37353, Mc Donald, Tennessee
Connectivity	Connection Need	Additional ramp off of the interstate is needed as well as East-West connectors.	Cleveland Country Club
Traffic Congestion	Development Happening	Exit 33 and along Mouse Creek Rd has a lot of development happening. Hooper Gap can take some of the Mouse Creek traffic that is going east/west	201-225 Lower River Rd NW, Charleston, Tennessee, 37310
Safety	Guardrails Needed	Big drop off between the road and the railroad. There is no shoulder.	1509-1613 SW Old Chattanooga Pike, Cleveland, Tennessee, 37311
Safety	Turn Lane Needed	Exit 25 toward Pilot for truck parking/landfill/etc, experiences traffic backup with drivers coming out of Pilot. Turn lane and widening needed	136-280 SW Pleasant Grove Rd, Mc Donald, Tennessee, 37353
Safety	I-75 Widening throughout Bradley	From Hamilton to McMinn- widening is needed as interstate experiences delays in travel times.	2400-2498 Prospect School Rd NW, Cleveland, Tennessee, 37312
Safety	School Traffic	School experiences a lot of traffic during school pick up and drop off times.	4707-4749 US-11, Cleveland, Tennessee, 37312
Safety	Turn Lane Needed	Turn lane needed half mile north of city limits. This is an approximate location.	6801-6899 N Lee Hwy, Cleveland, Tennessee, 37312
Safety	Turn Lane Needed	Left turn lane needed	Wilson Farm Rd, Cleveland, Tennessee, 37312
Safety	Traffic Light Needed	Traffic backs up and drivers take chances that lead to accidents.	301-549 NW Lauderdale Memorial Hwy, Charleston, Tennessee, 37310
Safety	Guardrails needed in this region	Several areas in this region have major drop off points and guardrails are needed. Upper River Road* and Old Cleeve Rd (Spelling?)*	117-127 Worth St NE, Charleston, Tennessee, 37310

GRUNDY COUNTY

<i>Category</i>	<i>Title</i>	<i>Description</i>	<i>Address</i>
Freight	Freight Cut thru Residential area	Hwy 108 to secondary road experience logging trucks going to city road (Daus Mountain Rd, a county level road). It takes off 2 miles of their trip but they go through the residential areas. Truck drivers are not abiding by the signage or speed limits	3401-3499 Daus Mountain Rd, Palmer, Tennessee, 37365
Multimodal Access	Mountain Goat Trail	Upgrades happening here	200-398 E Lee Dr, Palmer, Tennessee, 37365
Development	Development Coming	20000+ acres and 70 acre lake	TN-56, Beersheba Springs, Tennessee, 37305
Safety	Dangerous Intersection	Hwy 41 and SR 50 had a fatality recently. Needs a red light. There is a caution light there. Tourists come here often. A turning lane could stop reduce incidents. b.Pelham used as detour route for i24 where bluegrass underground is and also used to be ma	United States Postal Service (USPS)
Safety	No Shoulder 5-6' dropoff	Payne Cove Curve is where the bluegrass underground is. A lot of folks travel to the industrial park, blues festival and zipline adventures. No shoulder, with 5/6 ft drop off.	1601-2999 Payne Cove Rd, Pelham, Tennessee, 37366
Safety	Turn Lane Needed	There are a few popular destinations here (Dollar General, Hardware Store, and Grocery market). A turn lane would allow for more flow in traffic movement. Fender benders are common at this time.	29719-30199 TN-108, Gruetli Laager, Tennessee, 37339
Safety	High priority* Road deteriorating	Mountain road SR 56 near Warren county, McMinnville. Reported in 2015 for its dangerous drive Only route to hospital. Now gravel, 6-foot lane, continuing to fall away. Vital for residents, kids cut off from school bus in this area and Grundy now send	19301-19731 TN-56, Beersheba Springs, Tennessee, 37305



MARION COUNTY

<i>Category</i>	<i>Title</i>	<i>Description</i>	<i>Address</i>
Maintenance	Freight Traffic Originates Here	Two state industrial road access projects happening here to repave; new businesses opening	Industrial Blvd, Kimball, Tennessee
Freight	Freight Traffic - Mining Rock	Hwy 27 freight traffic - rock mining business off of Big Fork Rd on top of Suck Creek Mtn	100-408 Big Fork Rd, Chattanooga, Tennessee, 37405
Multimodal Access	Bicycle Access Desired SR28&150	Bicycle Access desired-Residents asking about bike lanes on SR 28 and the new SR 150 connector	37397, Whitwell, Tennessee
Other	Road Restructure	In great need of restructure, not repaving.	7701-7939 TN-27, Chattanooga, Tennessee, 37405
Safety	Dangerous -Moss Loop Turning Lane Needed	Need for turning lane after double fatality accident	323-499 MJ Moss Loop, Jasper, Tennessee, 37347



MCMINN COUNTY

<i>Category</i>	<i>Title</i>	<i>Description</i>	<i>Address</i>
Traffic Congestion	Consolidated Elementary School Coming -Spring '21	Large school building project. Pre-K thru 5 is going all under one roof directly next to W Madison Ave. Trip Generation prelim study 2017 shows 4 to 5 points of access points that will see great increase to LOS. Low cost add lanes to queue traffic is estimated	Athens, Tennessee
Traffic Congestion	Development Priority Site	The approach coming from Denso Drive to Decatur Pike turning left is experiencing increased congestion due to the construction of a new higher education center. Speedway also comes out onto Denso creating more traffic congestion.	2314-2358 Denso Dr, Athens, Tennessee, 37303
Safety	No shoulder	Hwy 39 has no shoulder near the Monroe County line. Quarry has destroyed the road.	2953-2999 Liberty Hill Rd, Englewood, Tennessee, 37329
Safety	Pedestrian Safety	This intersection is in need of pedestrian safety improvements. Signal timing with adjacent intersections is needed. Tractor trailer traffic making left turns off of SR 2 onto 307 and 305 is unsafe if a vehicle is in the left turn lane on 307 or someone	220-398 E Washington Ave, Athens, Tennessee, 37303
Safety	Pedestrian Safety	The sidewalks here are in need of repair. There is also a need for pedestrian crossings that will require signal timing assessments for the adjacent intersections. The sidewalk needs to extend out to tie in to Mayfield protection. There is not adequate ge	101-199 Green St, Athens, Tennessee, 37303
Safety	Pedestrian Safety issue and Traffic Flow issue	A HAWK for TWU downtown is not used appropriately. The traffic signal that will flash when the button is pushed alerting cars to stop. But cars will stop when it is not flashing. Potentially, an elevated ped/bike crossing.	300-356 Green St, Athens, Tennessee, 37303
Safety	Safety/Guardrails Needed	SR 307 from Athens to Hwy 68 is dangerous and generates the most citizen complaints in McMinn County. Many injuries and deaths on this road. At some points, there is no shoulder with a steep drop, leaving no room for driver error.	TN-307, Athens, Tennessee, 37303
Safety	Intersection Improvements	Numerous complaints from motorists about this intersection needing signalization. TDOT has performed some minor modifications to improve safety.	1601-1699 Tellico Ave, Athens, Tennessee, 37303
Safety	Dangerous Intersection	This left turn can be dangerous coming down 305 toward the i75 interchange	101-147 County Road 250, Athens, Tennessee, 37303
Safety	Pedestrian infrastructure needed	Niota Elementary would benefit from a more pedestrian-oriented environment.	301-599 N Burn Rd, Niota, Tennessee, 37826

MEIGS COUNTY

<i>Category</i>	<i>Title</i>	<i>Description</i>	<i>Address</i>
Freight	Speed Concerns	Freight speed concerns through Meigs Co	18195 State Highway 58 N, Decatur, Tennessee, 37322
Multimodal Access	Sidewalks Needed	Able Ave to 304 to Boys & Girls Club	171 Abel Ave, Decatur, Tennessee, 37322
Multimodal Access	Connection to Downtown	Middle school and Boys&Girls Club have no pedestrian/bicycle access to downtown	251 Cedar Cir, Decatur, Tennessee, 37322
Safety	Lighting needed	Major intersection	M & H Auto Sales
Safety	Pedestrian Control light needed	Connects to high school and courthouse - currently has red light	17209 State Highway 58 N, Decatur, Tennessee, 37322

POLK COUNTY

<i>Category</i>	<i>Title</i>	<i>Description</i>	<i>Address</i>
Development	Truck Stop Needed	Truck stop needed along this corridor.	37361, Ocoee, Tennessee
Freight	Increased Freight	Appalachian Regional Port is increasing freight movement - 4 lanes needed to extend beyond the 411/64 intersection southbound to the state line. The expansion of the 4 lane on US Hwy 411 would benefit the State of Tennessee & Polk County. A CTPR has been submitted for a TDOT study.	3690 Highway 411, Ocoee, Tennessee, 37361
Multimodal Access	Sidewalks Needed	Copper Basin Elementary school needs sidewalks for students to be able to walk safely.	109 Winding Trail, Copperhill, Tennessee, 37317
Other	Parking Study Needed	Study needed to explore options for parking	120 Riverview St, Copperhill, Tennessee, 37317



RHEA COUNTY

<i>Category</i>	<i>Title</i>	<i>Description</i>	<i>Address</i>
Freight	Truck route through town	Signage needed on Dayton ave.	4314 Dayton Ave, Graysville, Tennessee, 37338
Multimodal Access	Sidewalks Needed	Sidewalks along Hwy 27 need to be extended near intersection of SR 302	Piccadilly Ave, Spring City, Tennessee, 37381
Safety	Yellow Flashing Light Needed	Intersection flashing yellow light needed	2027-2199 Manufacturers Rd, Dayton, Tennessee, 37321
Safety	Dangerous Roadway	Double S road coming out of Dayton	4913 Back Valley Rd, Evensville, Tennessee, 37332

SEQUATCHIE COUNTY

<i>Category</i>	<i>Title</i>	<i>Description</i>	<i>Address</i>
Multimodal Access	Canoe Ramp	Build canoe ramp - project in progress	1865-1899 John Burch Rd E, Dunlap, Tennessee, 37327
Multimodal Access	Bridge narrow - widening for multimodal needed	Choke point on Rankin due to narrow bridge and no safe pedestrian access - to be addressed in recent RAISE Grant awarded to City of Dunlap	US-127, Dunlap, Tennessee, 37327
Multimodal Access	East-west multimodal connector	Connect state routes 127 and 28 - To be addressed in recent RAISE Grant awarded to City of Dunlap	37327, Dunlap, Tennessee
Multimodal Access	Bicycle Facilities Desired	Bicycle friendly community wants infrastructure - Cycle Sequatchie is popular and is using State routes (ongoing project)	16385 Rankin Ave, Dunlap, Tennessee, 37327
Safety	Dangerous Roadway	Downhill towards the waterfall (Cliffside) wrecks are occurring (ongoing project)	TN-8, Dunlap, Tennessee, 37327



Regional Goals, Objectives & Strategies



REGIONAL GOAL 1: IMPROVE SAFETY THROUGHOUT THE REGION

Objective: Decrease the Number of Crashes in the Region

Strategies:

- Analyze crash locations
- Identify key locations
- Implement proven safety measures



REGIONAL GOAL 2: ENSURE MULTIMODAL ACCESS TO PUBLIC INFRASTRUCTURE

Objective: Increase and Improve Multimodal Access to Existing Infrastructure

Strategies:

- Inventory public facilities
- Inventory existing sidewalks
- Inventory existing bicycle facilities
- Analyze sidewalks (e.g., ADA compliance, quality)
- Determine need for bicycle facilities in specific locations
- Apply for bicycle/ pedestrian plans for public facilities that do not have existing infrastructure
- Create budgets for making sidewalks ADA compliant
- Apply for Multimodal Access Grants

The Southeast RRTP reviews all needs and community aspirations based on future planning. The goals will guide future planning throughout the region and serve as a building block for future plans and initiatives.

The top regional goals were identified by recurring themes and patterns shared by the nine counties that comprise the Southeast RPO. These needs and wants were shared during each county's one-on-one meeting. Each county was allowed to share its long-range transportation goals during these meetings. After each one-on-one session, there was a Southeast RPO workshop meeting where the dissemination of information and analysis were shared with each county. All data collected during these meetings and workshops were incorporated into the goals and objectives section of the plan. Each county will be given a strategy and objectives to assist in reaching future long-term visions.

The regional goals can be achieved as the community stakeholders, OCT, RPO Coordinator, and other affected TDOT Divisions work together.



REGIONAL GOAL 3: PROMOTE EFFICIENT FREIGHT MOVEMENT WHILE PRESERVING LOCAL ROAD SAFETY

Objective: Accommodate freight movement on designated routes to preserve local road safety

Strategies:

- Coordinate with TDOT freight division about Google Maps/Waze issues
- Enforce freight routes
- Signage on designated routes and deterrent signage on local routes

The following Mitigation Strategies are taken from a Freight Study done for TDOT that could be applied in the Southeast RPO [Source: University of Memphis. Understanding Freight Impacts on Tennessee Communities. Research Final Report from The University of Memphis, August 31, 2022]:

- Adding truck-friendly or truck-only lanes can relieve congestion by reducing the existing conflicts between passenger cars and heavy trucks, as well as stabilizing the traffic flow, improving safety, and increasing the convenience and comfort of car passengers.
- Modal switch is one of the most effective strategies to reduce congestion, as it reduces truck volumes and their interaction with pedestrians and passenger vehicles. It can also benefit the reduction of emissions and increase safety.
- Placing more dynamic and static warning signs, including speed limits and potential hazards for large and heavy-duty trucks, is recommended as an economically efficient approach.



REGIONAL GOAL 4: USE THE TOOLS AND RESOURCES AVAILABLE TO RURAL COMMUNITIES TO FULFILL THEIR NEEDS

Objective: Increase collaboration between the local leadership, TDOT, Development Districts

Strategies:

- Attend RPO meetings
- Serve on RPO boards
- Utilize and increase collaboration with the RPO Coordinator to achieve Regional Goals
- Create planning documents to guide development
- Apply for federal, state grant opportunities
- Take advantage of federal and state provided tools and resources

Future Guidance on Planning Requests

Long Range Planning has developed a process through which communities can submit requests to TDOT for new projects. In the past, elected officials most often requested projects through direct communication with the Commissioner or their representatives in the General Assembly. This made it difficult for regional staff to track project requests and status within TDOT. These types of requests sometimes weren't processed on time or had little to no follow-up, particularly in times of staff turnover.

The Community Transportation Planning Request (CTPR) process funnels requests through the RPO Coordinator. The coordinator collects data and works with the local jurisdiction to formulate the request in a standardized TDOT format developed by OCT. A draft report highlighting existing conditions and local perspectives on the need is submitted to TDOT's Strategic Transportation Investment Division (STID). STID develops data-driven Transportation Investment Reports for new projects to determine whether they are necessary prior to recommending alternatives that would provide a solution to the specified transportation issue. This new process has received feedback from local communities on its value and utility. They appreciate that the state now has a formal process of receiving and processing local requests for new projects.

The CTPRs are completed by the RPO Coordinator and then submitted to the OCT regional staff. Next, if the request is warranted and approved, a "Needs Assessment" would be conducted by STID. If the project is deemed necessary, then the project may be designated a "New Start" during the PE phase once funding is available. The project could also be deemed not necessary; at that point, no

further action is needed, and the community will be notified of the decision. If the project is needed, funding is allocated, and a formal study is conducted by TDOT's STID and Long Range Planning Division. The project would then enter the Project Development Process, which includes an Environmental Review (NEPA), Right-of-Way (ROW) determinations, and the Design and Construction phases, in that order. The flow of processes is standard for the majority of TDOT projects, including those in the IMPROVE Act. OCT will monitor the status of a project, and status updates will be regularly shared with the RPO Coordinator.

If the CTPR involves pavement, the following process will occur. The CTPR would be completed by the RPO Coordinator and then submitted to the OCT regional staff. Next, a "Needs Assessment" would be conducted by regional staff in conjunction with the Headquarters Pavement Office. If the project is deemed necessary, then the project may be added to the three-year resurfacing plan. The project could also be deemed not necessary; at that point, no further action is needed, and the community will be notified of the decision. If the project is needed, funding is allocated. The project would then enter the Project Development Process, OCT will monitor the status of a project, and status updates will be regularly shared with the RPO Coordinator.





POLK
COUNTY
COURTHOUSE

APPENDIX

Previous Plans

Bike & Pedestrian Master Plan. Tracy City, Tennessee. Prepared by Ragan Smith, Tennessee Department of Transportation. 7-15-2021.

City of Graysville, Land Use Plan 2010-2030. Prepared by the Graysville Municipal Planning Commission. Assisted by the Tennessee Department of Economic and Community Development.

City of Athens, Tennessee. Community Mobility Plan. Prepared by: Stantec Consulting, Inc. Assisted by the Tennessee Department of Tennessee and City of Athens. Prepared: 07-2021

City of Athens, Tennessee. Land Use Plan. Prepared: 1-2004.

City of Dayton, Tennessee. Land Use Plan.

City of Decatur, Tennessee. Land Use and Transportation Policy Plan, 2010-2030. Prepared by the Decatur Municipal Planning Commission. Assisted by the Tennessee Department of Economic and Community Development Local Planning Assistance Office. Prepared: 2-2011.

City of Ducktown, Tennessee. Plan for Transportation-Based Tourism and US 64 Corridor Management. Prepared by: WSP, Inc. Prepared: 8-2018.

Dunlap Bicycle and Pedestrian Plan. Prepared by: HNTB Planning and Engineering firm, Alta Planning and Design. Prepared: 8-2021.

Town of Englewood, Tennessee. Land Use and Transportation Policy Plan 2013-2033. Developed by: Englewood Municipal Planning Commission. Assisted by the Southeast Tennessee Development District (SETD). Prepared and adopted: 9-2013.

Jasper, Tennessee, Land Use Plan 2004-2024. Prepared by the Tennessee Department of Economic and Community Development Local Planning Assistance Office. Prepared: 1-2004.

Land Use Map, Marion County, Tennessee. Prepared by the Tennessee Department of Economic and Community Development Local Planning Assistance Office. Prepared: 1-2010.

Meigs County Land Use and Transportation Policy Plan 2010 – 2030. Prepared by the Meigs County Regional Planning Commission. Assisted by the Tennessee Department of Economic and Community Development Local Planning Assistance Office. Prepared: 11-2010.

City of Niota, Tennessee. Land Use & Transportation Policy Plan. 2014-2034. Developed by: Niota Municipal Planning Commission. Assisted by: Southeast Tennessee Development District Community & Economic Development. Prepared: 8-2014.

City of Pikeville, Tennessee. North Main Street Corridor Study. Prepared by: WSP, Inc. Prepared: 9-2019.

Spring City Land Use Plan, 2012. Prepared by the Spring City Municipal Planning Commission. Assisted by the Local Planning Assistance Office. 2012.

City of Whitwell, Whitwell Bicycle and Pedestrian Facilities Masterplan. Prepared by: CDM Smith. Prepared: 9-2016.

SAFETY PROJECTS DATA TABLES

BLED SOE COUNTY

<i>PIN</i>	<i>County</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>
125450.52	Bledsoe	SHUT-IN GAP RD.	02180	Various Local Roads in Bledsoe County (Local Roads Safety Initiative)
125450.52	Bledsoe	LOWER EAST VALLEY RD.	02233	Various Local Roads in Bledsoe County (Local Roads Safety Initiative)
125450.52	Bledsoe	HENDON RD.	02168	Various Local Roads in Bledsoe County (Local Roads Safety Initiative)

BRADLEY COUNTY

<i>PIN</i>	<i>County</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>
121615.00	Bradley	LAUDERDALE MEMORIAL HWY.	SR308	Intersection at Walker Valley Road
125240.00	Bradley	EUREKA RD. N.W.	SR306	From SR-60 to Meigs County Line (RSAR)
125450.1	Bradley	TUNNEL HILL RD.	0D947	Various Local Roads in Bradley County (Local Roads Safety Initiative)
125450.1	Bradley	EADS BLUFF RD.	0A336	Various Local Roads in Bradley County (Local Roads Safety Initiative)
125450.1	Bradley	CATES LN.	02274	Various Local Roads in Bradley County (Local Roads Safety Initiative)

GRUNDY COUNTY

<i>PIN</i>	<i>County</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>
120147.00	Grundy	STATE HWY. 56	SR056	From West of Patrick Cemetery Road to East of Old SR-58 (RSAR)
125450.28	Grundy	COMPANY FARM RD.	0A198	Various Local Roads in Grundy County (Local Roads Safety Initiative)
125450.28	Grundy	ORANGE HILL RD.	0A226	Various Local Roads in Grundy County (Local Roads Safety Initiative)
125450.28	Grundy	COLONY RD.	0A078	Various Local Roads in Grundy County (Local Roads Safety Initiative)
125450.28	Grundy	ALTAMONT ST.	0A231	Various Local Roads in Grundy County (Local Roads Safety Initiative)
125450.28	Grundy	20TH AVE. N.	0A085	Various Local Roads in Grundy County (Local Roads Safety Initiative)

<i>Project Type</i>	<i>Scope of Work</i>	<i>Estimated Date of Completion</i>	<i>Status</i>	<i>Length (miles)</i>
LRSI		9/28/2020	CONSTCOMP	7.11
LRSI		9/28/2020	CONSTCOMP	6.86
LRSI		9/28/2020	CONSTCOMP	3.48

<i>Project Type</i>	<i>Scope of Work</i>	<i>Estimated Date of Completion</i>	<i>Status</i>	<i>Length (miles)</i>
EPD	Miscellaneous Safety Improvements (Yellow Flashing Beacons)	5/31/2018	CLOSED	0.01
EPD	SR-306, From SR-60 to Meigs County Line (RSAR) - Safety Improvements	7/31/2019	CONSTCOMP	8.58
LRSI		<Null>	CONSTCOMP	6.37
LRSI		<Null>	CONSTCOMP	3.45
LRSI		<Null>	CONSTCOMP	4.2

<i>Project Type</i>	<i>Scope of Work</i>	<i>Estimated Date of Completion</i>	<i>Status</i>	<i>Length (miles)</i>
EPD	Miscellaneous Safety Improvements	5/15/2017	CLOSED	4.21
LRSI		6/30/2020	CONSTCOMP	2.19
LRSI		6/30/2020	CONSTCOMP	2.43
LRSI		6/30/2020	CONSTCOMP	6.03
LRSI		6/30/2020	CONSTCOMP	1.5
LRSI		6/30/2020	CONSTCOMP	4.16

MARION COUNTY

<i>PIN</i>	<i>County</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>
120001.00	Marion	STATE HWY. 108	SR108	From Near Whitwell City Limits to North of Pocket Road (RSAR)
124897.00	Marion, Hamilton	I-24	I0024	From SR-156 in Marion County to the Georgia State Line in Hamilton County
124897.00	Marion, Hamilton	I-24	I0024	From SR-156 in Marion County to the Georgia State Line in Hamilton County
125450.27	Marion	MT. OLIVE RD.	02167	Various Local Roads in Marion County (Local Roads Safety Initiative)
125450.27	Marion	MT CALVARY RD.	0A082	Various Local Roads in Marion County (Local Roads Safety Initiative)
125450.27	Marion	KATHRYN WAY	0A274	Various Local Roads in Marion County (Local Roads Safety Initiative)

MCMINN COUNTY

<i>PIN</i>	<i>County</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>
107336.01	McMinn	US-HWY. 11	SR002	From SR-30 to SR-305 (EPD/PHASE 1)
107336.02	McMinn	TENNESSEE AVE.	SR030	From Denso Drive to Park Street (EPD/PHASE 1)
107336.03	McMinn	INGLESIDE AVE.	SR305	From SR-30 to Mt. Verd Road (EPD/PHASE 1)
115761.00	McMinn	TELLICO AVE.	03674	Tellico Avenue, Intersection at Railroad Avenue in Athens
119761.00	McMinn	CR-172	00858	Clearwater Road, From SR-2 (US-11) to SR-305 (RSAR)
119823.00	McMinn	US-HWY. 11	SR002	From Sanford Road to Chapel Road (RSAR)
125450.16	McMinn	CR-48	0A498	Various Local Roads in McMinn County (Local Roads Safety Initiative)
125450.16	McMinn	CR-316	05565	Various Local Roads in McMinn County (Local Roads Safety Initiative)
125450.16	McMinn	CR-119	0B475	Various Local Roads in McMinn County (Local Roads Safety Initiative)
125586.00	McMinn	OLD MADISONVILLE RD.	SR307	From CR-440 (Burnett Road) to CR-364 (Old Mount Harmony Road)

<i>Project Type</i>	<i>Scope of Work</i>	<i>Estimated Date of Completion</i>	<i>Status</i>	<i>Length (miles)</i>
EPD	SR-108, From Near Whitwell City Limits to North of Pocket Rd (RSAR) - Signing, Pavement markings, Guardrail	6/28/2017	CLOSED	6.43
EPD	From SR-156 in Marion County to the Georgia State Line in Hamilton County	10/30/2018	CLOSED	0.31
EPD	From SR-156 in Marion County to the Georgia State Line in Hamilton County	10/30/2018	CLOSED	5.32
LRSI		7/28/2020	CONSTCOMP	5.83
LRSI		7/28/2020	CONSTCOMP	2.45
LRSI		7/28/2020	CONSTCOMP	1.82

<i>Project Type</i>	<i>Scope of Work</i>	<i>Estimated Date of Completion</i>	<i>Status</i>	<i>Length (miles)</i>
EPD	SR-2-From SR-30 to SR-305 (EPD/PHASE 1) - Signs, Pavement Markings, Guardrail.	10/4/2017	CLOSED	2.75
EPD	SR-30, From Denso Drive to Park Street (EPD/PHASE 1) - Signs, Pavement Markings, Guardrail	10/4/2017	CLOSED	4.8
EPD	SR-305, From SR-30 to Mt. Verd Road (EPD/PHASE 1) - Signs, Pavement Markings, Guardrail	10/4/2017	CLOSED	5.09
Design	Intersection Improvements and Signals	12/12/2019	CONSTCOMP	0.01
EPD	Clearwater Road, From SR-2 (US-11) to SR-305 (RSAR) - Signs, Pavement Markings	8/31/2017	CLOSED	5.49
EPD	Miscellaneous Safety Improvements	10/31/2019	CONSTCOMP	8.27
LRSI		8/25/2020	CONSTCOMP	4.77
LRSI		8/25/2020	CONSTCOMP	4.76
LRSI		8/25/2020	CONSTCOMP	3.97
EPD	Miscellaneous Safety Improvements	7/31/2019	CLOSED	3.89

MEIGS COUNTY

<i>PIN</i>	<i>County</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>
119842.00	Meigs	RIVER RD.	SR304	From SR-68 to Near Euchee Road (RSAR)
125450.32	Meigs	PISGAH ACADEMY RD.	02273	Various Local Roads in Meigs County (Local Roads Safety Initiative)
125450.32	Meigs	OLD STATE HWY. 30	0A006	Various Local Roads in Meigs County (Local Roads Safety Initiative)
125450.32	Meigs	OLD 58 HWY.	0A183	Various Local Roads in Meigs County (Local Roads Safety Initiative)

POLK COUNTY

<i>PIN</i>	<i>County</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>
119849.00	Polk	<Null>	SR030	From SR-33 to East of Mountain View Road (RSAR)

RHEA COUNTY

<i>PIN</i>	<i>County</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>
109410.02	Rhea	DAYTON MTN. HWY.	SR030	From West of New Union Road/White Oak Road to Sky Drive (EPD/PHASE 2)
119901.00	Rhea	DAYTON MTN. HWY.	SR030	From Near SR-443 (Ogden Road) to Maple Creek Drive(RSAR)
119901.01	Rhea	DAYTON MTN. HWY.	SR030	Intersection at SR-443 (Ogden Road) RSA
120614.00	Rhea	US-HWY. 27	SR029	Intersection at SR-378 in Dayton
125450.41	Rhea	TOESTRING VALLEY RD.	02294	Various Local Roads in Rhea County (Local Roads Safety Initiative)
125450.41	Rhea	E. JACKSON AVE.	01162	Various Local Roads in Rhea County (Local Roads Safety Initiative)
125450.41	Rhea	TORBETT RD.	0A307	Various Local Roads in Rhea County (Local Roads Safety Initiative)
125450.41	Rhea	SHUT-IN GAP RD.	02180	Various Local Roads in Rhea County (Local Roads Safety Initiative)

SEQUATCHIE COUNTY

<i>PIN</i>	<i>County</i>	<i>Route Name</i>	<i>Route Number</i>	<i>Termini</i>
119827.00	Sequatchie	RANKIN AVE.	SR008	From SR-28 to SR-399 (RSAR)
125450.54	Sequatchie	DAUS MOUNTAIN RD.	02136	Various Local Roads in Sequatchie County (Local Roads Safety Initiative)

<i>Project Type</i>	<i>Scope of Work</i>	<i>Estimated Date of Completion</i>	<i>Status</i>	<i>Length (miles)</i>
EPD	SR-304, From SR-68 to near Euchee Road (RSAR) - Signs, Pavement Marking, Guardrail	8/31/2017	CLOSED	5.25
LRSI		6/29/2020	CONSTCOMP	10.72
LRSI		6/29/2020	CONSTCOMP	2.58
LRSI		6/29/2020	CONSTCOMP	3.57

<i>Project Type</i>	<i>Scope of Work</i>	<i>Estimated Date of Completion</i>	<i>Status</i>	<i>Length (miles)</i>
EPD	SR-30 - From SR-33 to East of Mountain View Road (RSAR) - Paving, Pavement Markings, Signs	8/31/2017	CLOSED	1.31

<i>Project Type</i>	<i>Scope of Work</i>	<i>Estimated Date of Completion</i>	<i>Status</i>	<i>Length (miles)</i>
Design	SR-30, From West of New Union Rd./White Oak Rd. to Sky Dr. (EPD/PHASE 2) - Safety - Widen	11/30/2019	LET	0.41
EPD	Miscellaneous Safety Improvements	7/23/2019	CLOSED	3.65
Design	Intersection Improvements (Flashing Beacon)	9/30/2020	CONSTCOMP	0.01
Spot Safety	Intersection Improvements and Signals	10/19/2017	CLOSED	0.27
LRSI		7/31/2020	LET	3.08
LRSI		7/31/2020	LET	3.16
LRSI		7/31/2020	LET	2.68
LRSI		7/31/2020	LET	7.24

<i>Project Type</i>	<i>Scope of Work</i>	<i>Estimated Date of Completion</i>	<i>Status</i>	<i>Length (miles)</i>
EPD	Miscellaneous Safety Improvements	5/15/2017	CLOSED	11.21
LRSI		5/9/2020	CLOSED	6.68

TRAFFIC VOLUMES/PERCENT CHANGE DATA TABLES

BLEDSOE COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
1	SR101	From SR285 SR-285 to Bledsoe co./ Cumberland Co. line	1167	1379
2	SR285	From SR285 Glade Creek Rd. to SR101 Bellview Rd.	1125	1124
4	2174	From SR028 US-Hwy. 127 to Bledsoe Co./ Cumberland Co. line	256	183
7	2176	From SR101 Bellview rd. to 02174 Old Hwy. 28	169	408
8	2180	From 0A162 Davis Rd. to Bledsoe Co./ Rhea Co. line	597	737
8	SR028	From 0A290 Howard Beavert Rd. to Bledsoe Co./ Sequatchie Co. line	4892	5518
8	1155	From 02180 Lowes Gap Rd. to 0A073 Mill Dam Rd.	158	188
9	2233	From 0A309 McWilliams Rd. to Bledsoe Co./ Sequatchie Co. line	533	690
12	SR030	From SR101 SR-101 to 02170 Griffith Rd.	2150	2331
13	SR101	From SR030 State Hwy. 30 to SR285 SR-285	1385	1347
16	2170	From SR030 State Hwy. 30 to 01134 Brockdell Rd.	242	247
17	SR030	From 02170 Griffith Rd. to 0A056 Holland Rd.	2654	2540
19	1155	From 0A073 Mill Dam Rd. to 02404 Main St.	662	615
20	2404	From SR028 Main St. to SR028 Main St.	9975	5396
23	SR030	From SR028 Main st. to 0A474 S. Main St.	3068	1278
24	SR028	From 01134 College Station Mtn. Rd. to 02404 S. Main St.	5321	5710
25	SR030	From 0A474 S. Main St. to SR443 New Harmony Rd.	1910	2714
26	1134	From SR030 State Hwy. 30 to 01134 College Station Mtn. Rd.	397	425
27	SR443	From SR030 State Hwy. 30 to SR443 Ogden Rd.	984	1695
30	SR443	From 0A234 New Harmony Rd. to Bledsoe Co./ Rhea Co. line	197	297
33	1134	From 0A298 Old CC Rd. to 02170 Griffith Rd.	315	344
34	1134	From 02170 Griffith Rd. to 0A068 Old York Rd.	755	604
37	SR028	From 01134 College Station Mtn. Rd. to 0A290 Howard Beavert Rd.	3800	4171
38	2627	From 02233 Lower East Valley Rd. to 02168 Hendon Rd.	323	322
39	2168	From 02627 Pitts Gap Rd. to Bledsoe Co./ Rhea Co. line	505	469
39	1134	From 0A298 Old CC Rd. to Bledsoe Co./ Van Buren Co. line	<Null>	339
40	2233	From 01134 College Station Mtn. Rd. to 0A309 McWilliams Rd.	304	379
42	SR028	From 02174 Old Hwy. 28 to SR030 State Hwy. 30	3656	4025

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
1448	1620	11.878	17.476	38.817
1050	1590	51.429	41.459	41.333
167	180	7.784	-1.639	-29.688
348	300	-13.793	-26.471	77.515
443	480	8.352	-34.871	-19.598
4580	5090	11.135	-7.756	4.047
182	90	-50.549	-52.128	-43.038
530	670	26.415	-2.899	25.704
2392	2450	2.425	5.105	13.953
1350	1580	17.037	17.298	14.079
310	640	106.452	159.109	164.463
2646	2490	-5.896	-1.969	-6.179
780	690	-11.538	12.195	4.23
4600	3070	-33.261	-43.106	-69.223
1735	1090	-37.176	-14.71	-64.472
6274	5790	-7.714	1.401	8.814
2628	3050	16.058	12.38	59.686
437	390	-10.755	-8.235	-1.763
1790	1330	-25.698	-21.534	35.163
277	560	102.166	88.552	184.264
430	440	2.326	27.907	39.683
729	820	12.483	35.762	8.609
4089	4790	17.144	14.841	26.053
290	310	6.897	-3.727	-4.025
453	530	16.998	13.006	4.95
283	690	143.816	103.54	<Null>
389	350	-10.026	-7.652	15.132
3541	4170	17.763	3.602	14.059

BLEDSOE COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
42	SR030	From SR443 New Harmony Rd. to Bledsoe Co./ Rhea Co. line	2962	3597
43	SR028	From 02174 Old Hwy. 28 to Bledsoe Co./ Cumberland Co. line	2371	2328
45	2172	From SR030 State Hwy. 30 to 0A179 Lynn Rothwell Rd.	1454	1903
46	SR285	From SR301 SR-301 to Bledsoe Co./ Van Buren Co. line	436	363
47	1134	From SR028 US-Hwy. 127 to 02233 Lower east Valley Rd.	622	545
48	1134	From 0A068 Old York Hwy. to SR028 US-Hwy. 127	898	978
49	1155	From SR028 US-Hwy. 127 to 01155 Upper East Valley Rd.	542	367
50	2180	From 01155 Upper East Valley Rd. to 02180 Shut-In Gap Rd.	207	192
51	2168	From 02627 Pitts Gap Rd. to Bledsoe Co./ Sequatchie Co. line	222	303
52	2172	From 0A179 Lynn Rothwell Rd. to 0A177 Cyrus Daviel Rd.	933	1129
53	SR030	From 0A056 Holland Rd. to SR028 Main St.	<Null>	3976
54	SR284	From Van Buren Co./ Bledsoe Co. line to Bledsoe Co./ Van Buren Co. line	<Null>	159
55	SR301	From SR285 Glade Creek Rd. to dead end	<Null>	420
56	SR028	From 02404 S. Main ST. to SR030 State Hwy. 30	<Null>	5724
57	2172	From 0A161 Summer City Rd. to Bledsoe Co./ Rhea Co. line	273	342
72	2285	From SR101 Bellview Rd. to Bledsoe Co./ Cumberland Co. line	177	185
990	SR030	From SR101 SR-101 to Bledsoe Co./ Van Buren Co. line	<Null>	<Null>

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
2941	3810	29.548	5.922	28.629
2058	2660	29.252	14.261	12.189
2020	1610	-20.297	-15.397	10.729
419	570	36.038	57.025	30.734
542	600	10.701	10.092	-3.537
1034	1220	17.988	24.744	35.857
326	360	10.429	-1.907	-33.579
150	180	20	-6.25	-13.043
270	160	-40.741	-47.195	-27.928
1205	1030	-14.523	-8.769	10.397
4283	3410	-20.383	-14.235	<Null>
160	110	-31.25	-30.818	<Null>
380	140	-63.158	-66.667	<Null>
6548	6270	-4.246	9.539	<Null>
367	490	33.515	43.275	79.487
204	180	-11.765	-2.703	1.695
<Null>	1650	<Null>	<Null>	<Null>

BRADLEY COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
1	SR306	From SR308 Lower River Rd. to 0A002 Anderson Cabin Rd.	3032	2905
2	SR308	From SR306 Lower River Rd. to 01185 Old Lower River Rd.	1665	1581
10	2276	From 0A748 Council Rd. N E. to Bradley Co./ Polk Co. line	667	728
17	SR060	From Bradley Co./ Meigs Co. line to Meigs Co/ Bradley Co. line	10528	10188
29	1154	From 02263 Hancock Rd. N. E. to Bradley Co./ Polk Co. line	1595	1951
39	SR074	From 0A851 Armstrong Rd. to 02257 Keith Valley Rd.	7611	7427
46	SR002	From SR002 S. Lee Hwy. to Bradley Co./ Hamilton Co. line	5594	5861
48	SR317	From 01181 Blue Springs Rd. to Bradley Co./ Hamilton Co. line	593	940
49	1181	From SR317 Weatherly Switch Rd. to 0B233 Hungry Hollow Rd.	476	430
50	0A840	From SR074 Spring Place Rd. to Bradley Co./ Polk Co. line	136	136
50	SR317	From 01181 Blue Spring Rd. to SR060 Dalton Pk.	805	699
51	SR060	From SR317 Weatherly Switch Rd. to Bradley Co./ Georgia state line	5054	5734
54	2257	From 02266 Hunt Rd. to Bradley Co./ Georgia state line	463	546
55	SR074	From 0A896 Hughes Lake Rd. to Bradley Co./ Georgia state line	1436	1831
60	2274	From 0A759 Chilcutt Rd. N.E. to Bradley Co./ Polk Co. line	304	488
76	SR060	From SR317 Weatherly Switch Rd. to 0B231 Flint Springs Rd.	6009	7063
97	2269	From 0A318 Moore Rd. to SR306 Lower River Rd.	535	661
103	2257	From SR074 Spring Place Rd. to 02266 Hunt Rd.	1460	1621
104	2266	From 0B234 Red Hill Valley Rd. to 02266 Strawhill Rd.	128	144
105	2266	From 0B241 Strawhill Rd. to 02257 Keith Valley Rd.	409	475
106	2274	From 0A759 Chilcutt Rd. N.E. to 02274 Cates Ln. N.E.	415	398
107	2276	From 0A748 Council Rd. N E. to 02276 Upper River Rd. N.E.	1009	1269
108	1185	From SR308 Lower River Rd. to I0075 I-75	1348	1391
131	SR308	From 01185 Old Lower River Rd. to 0A387 Haney Cir.	2243	2478
134	SR313	From 0A851 Million Rd. to Bradley Co./ Polk Co. line	2702	3384
135	SR074	From 02257 Keith Valley Rd. to 0A870 Millbrook Cir.	4455	4953
136	SR306	From SR308 Lower River Rd. to 0A318 Moore Rd.	2101	2374

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
2525	2960	17.228	1.893	-2.375
1682	2330	38.526	47.375	39.94
705	880	24.823	20.879	31.934
9659	9650	-0.093	-5.281	-8.34
1824	2110	15.68	8.15	32.288
7039	7830	11.237	5.426	2.877
5651	6570	16.263	12.097	17.447
956	1110	16.109	18.085	87.184
394	430	9.137	0	-9.664
127	130	2.362	-4.412	-4.412
714	780	9.244	11.588	-3.106
4485	4940	10.145	-13.847	-2.256
522	430	-17.625	-21.245	-7.127
1768	1600	-9.502	-12.616	11.421
454	400	-11.894	-18.033	31.579
7033	8140	15.74	15.248	35.463
591	500	-15.398	-24.357	-6.542
1530	1520	-0.654	-6.231	4.11
127	110	-13.386	-23.611	-14.062
451	380	-15.743	-20	-7.09
411	500	21.655	25.628	20.482
1166	1450	24.357	14.263	43.707
963	710	-26.272	-48.958	-47.329
2427	2490	2.596	0.484	11.012
2762	2960	7.169	-12.53	9.548
4403	5250	19.237	5.996	17.845
2435	2280	-6.366	-3.96	8.52

GRUNDY COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
1	SR108	From 0A021 Wooten Rd. to Grundy Co./ Warren Co. line	1302	1206
5	928	From SR056 Main St. to Grundy Co./ Warren Co. line	661	730
6	SR108	From 0A021 Wooten Rd. to SR056 Main St.	2196	2490
6	SR399	From 0A113 Cordell Mountain Rd. to Grundy Co./ Sequatchie Co. line	1175	1163
7	SR050	From SR108 Hwy. 108 to SR056 Main St.	680	865
8	SR056	From 0A073 Old Hwy. 56 to SR108 Hwy. 108	4091	3908
9	SR056	From 0A061 Beestown Rd. to SR108 Hwy. 108	1219	1375
10	SR056	From 0A061 Beestown Rd. to 0A042 Stone Door Rd.	1103	1324
11	SR399	From 0A110 Tatesville Rd. to 0A113 Cordell Mountain Rd.	1402	1408
12	2134	From SR108 Main St. to 02136 Daus Mtn Rd.	474	533
13	SR399	From SR108 Hwy. 108 to 0A110 Tatesville Rd.	2566	2601
15	1108	From SR108 Hwy. 108 to 0A188 Lee Hargis Rd.	252	346
16	1108	From SR108 Hwy. 108 to 0A188 Lee Hargis Rd.	958	1142
18	SR108	From SR056 SR-56 to 01108 S. 20TH Ave.	3930	4417
19	SR056	From SR108 Hwy. 108 to 0A073 Old Hwy. 56	3725	3612
20	SR056	From SR108 Hwy. 108 to 0A199 Heibenberg St.	4411	4136
22	SR056	From 0A230 Firetower Rd. to 0A199 Heidenburg Rd.	4261	4302
23	SR050	From SR108 Hwy. 108 to 0A378 Payne Cove Rd.	976	1293
24	SR002	From SR050 to Grundy Co./ Coffee Co. line	1874	1856
24	SR002	From Coffee Co./ Grundy Co. to Grundy Co./ Coffee Co. line	1874	1856
26	SR050	From SR002 US-41 to 0A378 Payne Cove Rd.	1967	2378
27	SR002	From SR050 to 02130 Bells Cove Rd.	1151	1229
29	2132	From SR002 US-41 to Grundy Co./ Franklin Co. line	219	221
30	2130	From 02132 Bells Mill Rd. to SR002 US-41	300	269
32	SR002	From 02130 Bells Cove Rd. to Grundy Co./ Marion Co. line	692	881
34	SR056	From 0A350 College St. to SR056 St. Clair St.	5729	5962
36	SR056	From 0A230 Firetower Rd. to SR150 Colyar St.	4049	3759
38	1133	From SR056 SR-56 to SR150 Main St.	663	696
40	SR150	From SR056 St. Clair St. to Grundy Co./ Marion Co. line	2915	3202
43	SR108	From SR399 Bakertown Rd. to Grundy Co./ Marion Co. line	1293	1174
44	I0024	From SR050 to Grundy Co./ Marion Co. line	27327	32150
47	2136	From Sequatchie Co./ Grundy Co. to Grundy Co./ Sequatchie Co. line	223	219
47	2136	From SR399 Bakertown Rd. to Grundy Co./ Sequatchie Co. line	223	219

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
903	2360	161.351	95.688	81.26
785	840	7.006	15.068	27.08
2050	2040	-0.488	-18.072	-7.104
1140	1210	6.14	4.041	2.979
640	720	12.5	-16.763	5.882
3054	3800	24.427	-2.764	-7.113
1170	1240	5.983	-9.818	1.723
1075	930	-13.488	-29.758	-15.684
1121	1430	27.565	1.562	1.997
310	330	6.452	-38.086	-30.38
2170	2220	2.304	-14.648	-13.484
178	180	1.124	-47.977	-28.571
892	900	0.897	-21.191	-6.054
3720	4220	13.441	-4.46	7.379
3080	3760	22.078	4.097	0.94
3864	3570	-7.609	-13.685	-19.066
3335	3500	4.948	-18.642	-17.86
1187	1500	26.369	16.009	53.689
1584	1860	17.424	0.216	-0.747
1584	1860	17.424	0.216	-0.747
2020	2560	26.733	7.653	30.147
1030	1130	9.709	-8.055	-1.825
152	150	-1.316	-32.127	-31.507
69	150	117.391	-44.238	-50
685	730	6.569	-17.14	5.491
5955	6180	3.778	3.656	7.872
2733	2470	-9.623	-34.291	-38.997
440	680	54.545	-2.299	2.564
2695	2520	-6.494	-21.299	-13.551
1019	1180	15.8	0.511	-8.739
34811	41480	19.158	29.02	51.791
281	180	-35.943	-17.808	-19.283
281	180	-35.943	-17.808	-19.283

GRUNDY COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
48	SR108	From SR050 to SR056 SR-56	700	797
55	SR015	From Franklin Co./ Grundy Co. line to Grundy Co./ Marion Co. line	7061	6697
71	SR050	From I0024 I-24 to Grundy Co./ Coffee Co. line	3806	4489
71	SR050	From Franklin Co./ Grundy Co. line to Grundy Co./ Coffee Co. line	3806	4489
81	I0024	From SR050 to Grundy Co./ Coffee Co. line	29076	30262
96	SR056	From 0A042 Stone Door Rd. to Grundy Co./ Warren Co. line	993	800
990	SR108	From 01108 S. 20TH Ave. to SR399 Bakertown Rd.	<Null>	<Null>
991	SR050	From I0024 I-24 to SR002 US-41	<Null>	<Null>

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
805	1350	67.702	69.385	92.857
7180	7490	4.318	11.841	6.076
4465	6310	41.321	40.566	65.791
4465	6310	41.321	40.566	65.791
34175	41520	21.492	37.202	42.798
799	670	-16.145	-16.25	-32.528
3939	4960	25.92	<Null>	<Null>
<Null>	3490	<Null>	<Null>	<Null>

MARION COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
2	SR108	From 02169 Pocket Rd. to 02167 Mt. Olive Rd.	2151	2002
3	2169	From SR108 State Hwy. 108 to dead end	820	891
4	2167	From SR108 State Hwy. 108 to 0A854 Rankin Rd.	438	338
6	SR108	From 02167 Mt. Olive Rd. to SR028 State Hwy. 28	2358	2274
7	1423	From 0A050 Reelscove Rd. to SR108 S. Main St.	604	700
8	SR283	From 0A071 Pickett Cemetery Rd. to 0A068 Baker Ln.	782	923
10	SR028	From SR108 S. Main St. to Marion Co./ Sequatchie Co. line	5862	5869
12	SR283	From SR283 State Hwy. 283 to 0A068 Baker Ln.	1917	2118
13	SR027	From SR027 Griffith Hwy. to 01407 River Canyon Rd.	4140	4270
14	SR027	From 01106 Ketner Mill Rd. to SR283 State Hwy. 283	1065	1177
15	SR283	From SR028 State Hwy. 28 to SR027 Griffith Hwy.	5074	5939
16	SR028	From SR108 S. Main St. to SR283 State Hwy. 283	11631	11575
17	1131	From 01129 Ketner Mill Rd. to SR028 State Hwy. 28	2086	1908
19	SR027	From 0A221 E. Valley Rd. to 01106 Ketner Mill Rd.	532	574
20	1129	From 01131 Valley View Hwy. to 01129 Francis Spring Rd.	368	355
21	1407	From SR027 Griffith Hwy. to SR027 Griffith Hwy.	253	361
23	SR002	From SR134 State hwy. 134 to 0A567 McBrien Ln.	2470	1874
24	SR134	From SR002 Hwy. 41 to SR134 State Hwy. 134	1775	2194
25	SR134	From SR156 State Hwy. 156 to 0A260 Murphy Hpllow Rd.	1068	1564
26	SR156	From SR377 State Hwy. 377 to SR134 State Hwy. 134	1483	1641
27	SR002	From SR027 Griffith Hwy. to SR134 State Hwy. 134	5246	3821
28	2161	From 0A573 United Cir. to I0024 I-24	1043	918
28	SR283	From 0A071 Pickett Cemetery Rd. to Marion Co./ Sequatchie Co. line	690	715
29	SR027	From 0A221 E. Valley Rd. to SR002 Hwy. 41	1805	1599
31	2161	From SR002 Hwy. 41 to 0A573 United Cir.	1966	2316
32	SR002	From SR015 Main St. W. to Marion Co./ Grundy Co. line	692	881
32	1423	From 0A050 Reelscove Rd. to Marion Co./ Sequatchie Co. line	390	463
32	2128	From 01129 East Valley Rd. to 02128 Hancock Rd.	666	773
33	1129	From 01106 Ketner Mill Rd. to 01129 East Valley Rd.	216	189
34	1131	From SR150 US-41 to 02163 Coppinger Cove Rd.	2211	2374
34	SR056	From SR002 Main St. E. to Marion Co./ Grundy Co. line	5729	5962
36	1131	From 02163 Coppinger Cove Rd. to 01129 Ketner Mill Rd.	1440	1667
37	2163	From 01131 Valley View Hwy. to dead end	388	386
39	SR150	From 0A306 Marilyn Dr. to SR028 State Hwy. 28	3891	3061

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
1781	1560	-12.409	-22.078	-27.476
740	690	-6.757	-22.559	-15.854
372	360	-3.226	6.509	-17.808
1972	2050	3.955	-9.85	-13.062
817	590	-27.785	-15.714	-2.318
640	680	6.25	-26.327	-13.043
5042	4270	-15.311	-27.245	-27.158
2190	2030	-7.306	-4.155	5.895
3680	4050	10.054	-5.152	-2.174
1015	1080	6.404	-8.241	1.408
4830	5170	7.039	-12.948	1.892
10048	10290	2.408	-11.102	-11.53
2420	1770	-26.86	-7.233	-15.149
467	590	26.338	2.787	10.902
374	280	-25.134	-21.127	-23.913
275	250	-9.091	-30.748	-1.186
1622	1150	-29.1	-38.634	-53.441
1700	1460	-14.118	-33.455	-17.746
898	1000	11.359	-36.061	-6.367
1228	1300	5.863	-20.78	-12.34
2250	2610	16	-31.693	-50.248
833	940	12.845	2.397	-9.875
600	790	31.667	10.49	14.493
1660	1890	13.855	18.199	4.709
1954	1690	-13.511	-27.029	-14.039
685	730	6.569	-17.14	5.491
439	660	50.342	42.549	69.231
748	640	-14.439	-17.206	-3.904
224	210	-6.25	11.111	-2.778
2573	2340	-9.056	-1.432	5.834
5955	6180	3.778	3.656	7.872
1633	1300	-20.392	-22.016	-9.722
401	280	-30.175	-27.461	-27.835
2677	4020	50.168	31.33	3.315

MARION COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
40	5962	From SR150 US-41 to SR002 Main St.	6151	5211
40	SR150	From 0A018 Pryor Ridge Rd. to Marion Co./ Grundy Co. line	2915	3202
41	SR002	From 02161 Shellmound Rd. to SR028 State Hwy. 28	9599	10084
43	SR108		1293	1174
43	SR002	From SR028 State Hwy. 28 to 0A386 Industrial Blvd.	12077	12351
44	SR002	From SR002 Battle Creek Rd. to 0A386 Industrial Blvd.	11797	11934
44	I0024	From SR015 Main St. W. to Marion Co./ Grundy Co. line	27327	32150
45	SR156	From SR156 N. Cedar Ave. to SR422 Long Island rd.	3861	4262
46	1127	From 0A444 Nineteenth St. to SR156 Marion Co./ Alabama state line	1708	1973
47	SR156	From 02153 Orme Mountain Rd. to 01127 S. Cedar Ave.	1255	1371
48	SR027	From I0024 I-24 to 0A661 N. Cedar Ave.	22707	21830
50	SR002	From 0A396 Fish Trap Rd. to SR150 US-64 /72	1500	2076
51	2153	From SR156 South Pittsburg Mountain Rd. to Marion Co./ Alabama state line	281	109
54	I0024	From SR002 Dixie Lee Hwy. to SR002 Battle Creek Rd.	29700	34751
55	SR015	From 0A523 Catherine Ave. to Marion Co./ Grundy Co. line	7061	6697
56	SR377	From SR156 State Hwy. 156 to Marion Co./ Alabama state line	1227	1373
57	I0024	From SR027 US-Hwy. 72 to SR002 Battle Creek Rd.	29410	33056
58	I0024	From SR015 Main St. W. to SR002 Dixie Lee Ave.	29232	33575
59	I0024	From SR027 US-Hwy. 72 to SR028 State Hwy. 28	39496	42905
60	SR002	From 02161 Shellmound Rd. to SR027 TVA Rd.	5873	5870
61	SR027	From SR002 Hwy. 41 to I0024 I-24	2693	2662
62	I0024	From 02161 TVA Access Rd. to SR156 State Hwy. 156	38563	38560
63	I0024	From SR156 State Hwy 156 to Marion Co./ Hamilton Co. line	43760	46834
64	1127	From 0A444 Nineteenth St. to SR156 South Pittsburg Mountain Rd.	5595	5621
65	SR156	From SR027 Griffith Hwy. to 02153 Orme Mountain Rd.	663	477
65	SR156	From Franklin Co. /Marion Co. line to Marion Co./ Franklin Co. line	663	477
67	1106	From 01129 Francis Spring Rd. to SR027 Griffith Hwy.	510	597
69	SR028	From SR002 Hwy. 41 to I0024 I-24	8394	10299
70	I0024	From SR027 US-Hwy. 27 to SR002 Battle Creek Rd.	39490	40878
72	2128	From 0A221 E. Valley Rd. to SR002 Hwy. 41	1130	911
73	SR002	From I0024 I-24 to 0A396 Fish Trap Rd.	463	496

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
6030	4800	-20.398	-7.887	-21.964
2695	2520	-6.494	-21.299	-13.551
8329	8090	-2.869	-19.774	-15.72
1019	1180	15.8	0.511	-8.739
12110	9850	-18.662	-20.249	-18.44
10580	9810	-7.278	-17.798	-16.843
34811	41480	19.158	29.02	51.791
4000	3650	-8.75	-14.359	-5.465
1846	1500	-18.743	-23.974	-12.178
1200	1320	10	-3.72	5.179
22262	18980	-14.743	-13.055	-16.413
1620	1520	-6.173	-26.782	1.333
40	60	50	-44.954	-78.648
31542	40780	29.288	17.349	37.306
7180	7490	4.318	11.841	6.076
1100	1290	17.273	-6.045	5.134
31512	35350	12.179	6.94	20.197
30721	40550	31.994	20.774	38.718
43673	51710	18.403	20.522	30.925
4336	5260	21.31	-10.392	-10.438
2441	10330	323.187	288.054	283.587
45801	51870	13.251	34.518	34.507
46951	52420	11.648	11.927	19.79
5340	3770	-29.401	-32.93	-32.618
462	580	25.541	21.593	-12.519
462	580	25.541	21.593	-12.519
840	720	-14.286	20.603	41.176
8070	8380	3.841	-18.633	-0.167
43872	51210	16.726	25.275	29.678
870	470	-45.977	-48.408	-58.407
473	530	12.051	6.855	14.471

MARION COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
74	SR422	From SR156 State Hwy. 156 to Marion Co./ Alabama state line	1034	1015
75	SR156	From SR422 Long Island rd. to SR377 State Hwy. 377	2238	2176
76	SR150	From 0A018 Pryor Ridge Rd. to 0A306 Marilyn Dr.	2104	2253
79	SR028	From 0A595 W. Francis Spring Rd. to SR002 Hwy. 41	7627	7861
80	SR028	From SR283 State Hwy. 283 to 0A595 W. Francis Spring Rd.	6489	7622
81	1407	From 01129 Francis Spring Rd. to SR027 Griffith Hwy.	195	132
84	SR027	From 0A661 N. Cedar Ave. to Marion Co./ Alabama state line	13233	15231
85	2157	From SR156 State Hwy. 156 to Marion Co./ Alabama state line	<Null>	488
86	SR002	From I0024 I-24 to SR002 US-Hwy. 41	<Null>	8172
87	SR156	From 0A411 E. Second St. to SR156 State Hwy. 156	<Null>	7234
88	1129	From SR002 hwy. 41 to 01129 Francis Spring Rd.	<Null>	1124
89	SR150	From SR002 Battle Creek Rd. to I0024 I-24	<Null>	19810
122	SR134	From 0A260 Murphy Hollow Ln. to Marion Co./ Hamilton Co. line	1193	1344
189	SR002	From 0A567 McBrien Ln. to Marion Co./ Hamilton Co. line	3007	4368
190	SR027	From 01407 River Canyon Rd. to Marion Co./ Hamilton Co. line	4489	4783

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
900	730	-18.889	-28.079	-29.4
1702	1740	2.233	-20.037	-22.252
1768	2050	15.95	-9.01	-2.567
7925	9930	25.3	26.32	30.195
5821	7060	21.285	-7.373	8.8
122	90	-26.23	-31.818	-53.846
13843	12020	-13.169	-21.082	-9.166
498	530	6.426	8.607	<Null>
7840	7080	-9.694	-13.363	<Null>
8050	8110	0.745	12.109	<Null>
1000	810	-19	-27.936	<Null>
16276	16530	1.561	-16.557	<Null>
1270	1570	23.622	16.815	31.601
3875	4070	5.032	-6.822	35.351
4543	7460	64.209	55.969	66.184

MCMINN COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
1	SR163	From 01192 CR-850 to McMinn Co./ Polk Co. line	1727	1708
1	1191	From 0A070 CR-231 to McMinn Co./ Meigs Co. line	418	506
2	SR068	From 01191 CR-250 to McMinn Co./ Meigs Co. line	3585	4153
2	SR030	From 0A449 CR-887 to McMinn Co./ Alabama state line	6057	6785
3	1191	From 0A049 CR-279 to 0A070 CR-231	333	352
4	SR068	From 01191 CR-250 to 05565 CR-316	4520	3602
4	SR002	????????	10470	11031
5	5565	From SR068 SR-68 to I0075 I-75	572	580
6	SR305	From 0A045 CR-220 to 00858 CR-172	3199	4080
8	1191	From 0A049 CR-279 to SR305 Mt. Verd Rd.	666	602
9	SR305	From 0A045 CR-220 to McMinn Co./ Meigs Co. line	3432	3756
11	SR002	Fom SR309 Union Grove Rd. to McMinn Co./ Monroe Co. line	5450	5273
12	2329	From SR002 US-Hwy. 11 to SR307 Old Madisonville Rd.	598	668
14	1233	From SR002 Wilson St. to SR307 Old Madisonville Rd.	965	715
16	SR002	From 03364 Railroad Ave. to SR305 Ingleside Ave.	13890	14915
17	2327	From 00858 Clearwater Rd. to 02327 CR-213	1085	1187
19	SR030	From I0075 I-75 to SR002 Congress Pkwy.	15535	18708
21	SR039	From 0A606 CR-705 to 04534 Old W. Madison Ave.	3754	4354
24	0A531	From SR039 New Englewood Rd. to 0A529 CR-554	1334	1302
24	0A541	From 0A548 CR-435 to SR033 Tennessee Ave.	1334	1302
25	SR039	From SR030 White St. to 0A543 CR-576	8036	8611
26	SR307	From 01233 CR-422 to 03676 Slack Rd.	2807	2894
28	1200	From SR307 Old Madisonville Rd. to 0A133 CR-402	440	487
30	1198	From SR033 US-Hwy. 411 to McMinn Co./ Monroe Co. line	1060	1092
31	SR033	From SR039 Tellico St. to McMinn Co./ Monroe Co. line	5738	6275
32	SR039	From SR033 N. Amhurst Pl. to 0A171 CR-461	1097	1133
33	SR033	From 0A581 CR-508 to SR039 Tellico St.	4809	5262
34	SR039	From 0A606 CR-705 to SR002 US-Hwy. 11	6227	6179
37	1227	From 0A430 CR-713 to 01196 CR-725	244	313
38	SR002	From SR039 Riceville Decatur Etowah to 0B061 CR-22	6357	5496
39	SR002	From SR030 Decatur Pk. to SR039 Riceville Decatur Etowah	8292	7295
40	SR039	From SR002 US-Hwy. 11 to I0075 I-75	3099	3528
41	SR307	From 01200 CR-405 to McMinn Co./ Monroe Co. line	1234	1249
45	2325	From 00858 CR-172 to 01231 CR-100	507	464

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
1409	1950	38.396	14.169	12.913
523	450	-13.958	-11.067	7.656
3488	3470	-0.516	-16.446	-3.208
6274	8180	30.379	20.56	35.05
256	330	28.906	-6.25	-0.901
4017	3790	-5.651	5.219	-16.15
9138	9390	2.758	-14.876	-10.315
634	450	-29.022	-22.414	-21.329
3818	4900	28.339	20.098	53.173
560	670	19.643	11.296	0.601
3442	3700	7.496	-1.491	7.809
5020	4670	-6.972	-11.436	-14.312
478	550	15.063	-17.665	-8.027
775	530	-31.613	-25.874	-45.078
12385	12880	3.997	-13.644	-7.271
1244	1290	3.698	8.677	18.894
21094	21740	3.062	16.207	39.942
4486	5120	14.133	17.593	36.388
743	730	-1.75	-43.932	-45.277
743	730	-1.75	-43.932	-45.277
7677	8140	6.031	-5.47	1.294
2253	2320	2.974	-19.834	-17.349
408	560	37.255	14.99	27.273
597	590	-1.173	-45.971	-44.34
5961	6490	8.874	3.426	13.106
901	850	-5.66	-24.978	-22.516
4689	4200	-10.429	-20.182	-12.664
5704	5620	-1.473	-9.047	-9.748
322	940	191.925	200.319	285.246
4686	4310	-8.024	-21.579	-32.201
6337	8070	27.347	10.624	-2.677
3624	4420	21.965	25.283	42.627
1177	1380	17.247	10.488	11.831
458	460	0.437	-0.862	-9.27

MCMINN COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
47	1231	From SR030 SR-30 to I0075 I-75	1071	1137
50	947	From 02323 CR-4 to McMinn Co./ Meigs Co. line	630	703
51	2334	From 02323 CR-4 to 0B039 CR-67	541	477
52	SR163	?????????	3719	3475
54	SR163	From 02319 CR-740 to 02313 CR-750	3977	4413
55	2319	From 01196 CR-700 to SR163 Etowah Rd.	244	266
57	1194	From 01225 CR-750 to 02321 CR-609	572	596
59	SR030	From 01225 CR-750 to SR033 Tennessee Ave.	9806	9778
60	SR039	From SR310 Mecca Pk. to McMinn Co./ Monroe Co. line	1353	1437
60	SR163	From 02313 CR-750 to 01192 CR-850	2646	3089
61	1192	From SR163 Etowah Rd. to SR030 US-411	551	570
63	SR030	From SR310 Mecca Pk. to 0A449 CR-887	8818	8602
66	SR033	From 0A581 CR-508 to 0A470 CR-501	6683	8599
68	SR310	From 0A610 CR-475 to SR039 Liberty Hill Rd.	1327	1479
69	SR039	From 0A171 CR-461 to SR039 Liberty Hill Rd.	242	264
70	SR030	From 01225 CR-750 to SR039 New Englewood Rd.	12147	14279
71	1225	From SR030 SR-30 to SR163 Etowah Rd.	2069	2471
72	1194	From 02321 CR-609 to SR030 Tennessee Ave.	3127	3601
73	SR030	From SR310 Mecca Pk. to SR030 Lillard Hwy.	15592	15351
74	SR030	From 03668 White St. to 0A903 Alford St.	21786	23737
75	3667	From SR030 Decatur Pk. to SR039 W. Madison Ave.	9435	8990
76	SR002	From SR030 Decatur Pk. to 03664 Railroad Ave.	17035	17416
77	3664	From 03674 Tellico Ave. to SR002 Congress Pkwy.	4712	4430
78	SR030	From SR002 Congress Pkwy. To 04275 Old Riceville Rd.	23871	24179
79	SR030	From 04275 Old Riceville Rd. to 03667 N. Jackson St.	16189	17819
80	SR030	From 03667 N. Jackson St. to SR039 W. Washington Ave.	11313	13456
81	SR305	From 03674 Tellico Ave. to SR030 Green St.	6267	7170
82	SR039	From 03678 Cook Dr. to SR039 W. Washington Ave.	6009	6803
83	I0075	?????????	42072	42259
84	SR039	From SR002 US-Hwy. 11 to 0A606 CR-705	1901	2127
85	SR002	From SR305 Ingleside Ave. to SR309 Union Grove Rd.	9320	9034
87	I0075	From SR039 Riceville Decatur Etowah Rd. to I0075 I-75	36978	43117
88	I0075	From SR039 Riceville Decatur Etowah Rd. to SR030 Decatur Pk.	36702	42320

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
1023	1220	19.257	7.3	13.912
807	670	-16.976	-4.694	6.349
418	410	-1.914	-14.046	-24.214
3267	3040	-6.948	-12.518	-18.258
3918	4210	7.453	-4.6	5.859
239	130	-45.607	-51.128	-46.721
583	520	-10.806	-12.752	-9.091
9412	9240	-1.827	-5.502	-5.772
1348	1420	5.341	-1.183	4.952
2688	2770	3.051	-10.327	4.686
459	360	-21.569	-36.842	-34.664
8204	8250	0.561	-4.092	-6.441
6663	6640	-0.345	-22.782	-0.643
1347	1420	5.419	-3.989	7.008
238	230	-3.361	-12.879	-4.959
12485	11380	-8.851	-20.303	-6.314
2202	1620	-26.431	-34.439	-21.701
1650	1800	9.091	-50.014	-42.437
14431	15520	7.546	1.101	-0.462
20086	23230	15.653	-2.136	6.628
7134	5830	-18.279	-35.15	-38.209
15474	15930	2.947	-8.532	-6.487
4352	3030	-30.377	-31.603	-35.696
21955	22760	3.667	-5.869	-4.654
16188	17000	5.016	-4.596	5.01
11984	12690	5.891	-5.693	12.172
6382	5950	-6.769	-17.015	-5.058
8493	6740	-20.641	-0.926	12.165
39556	43750	10.603	3.528	3.988
2208	2070	-6.25	-2.68	8.89
6541	7340	12.215	-18.751	-21.245
38457	43360	12.749	0.564	17.259
37123	42500	14.484	0.425	15.798

MCMINN COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
89	I0075	From SR030 Decatur Pk. To SR305 Mt. Verd Rd.	36185	41153
90	I0075	From SR305 Mt. Verd Rd. to SR309 Union Grove Rd.	40926	37287
91	I0075	From SR309 Union Grove Rd. to McMinn Co./ Monroe Co. line	38422	42783
93	SR030	From SR039 W. Washington Ave. to SR307 Madison Ave.	15451	17743
94	1200	From 0A133 CR-402 to McMinn Co./ Monroe Co. line	910	1144
94	1196	From 01227 CR-700 to 01225 CR-750	877	931
96	SR039	From SR039 W. Madison Ave. to SR030 Green St.	3294	3662
97	SR030	From 03668 White St. to SR307 Madison Ave.	15909	17460
98	SR305	From 03674 Tellico Ave. to SR002 Congress Pkwy.	8077	9237
99	SR305	From I0075 I-75 to SR002 Congress Pkwy.	8466	8471
100	SR309	From I0075 I-75 to SR002 Wilson St.	1873	1768
101	2327	From SR305 Hwy. 305 to 02331 CR-249	168	200
102	2334	From 0B039 CR-67 to SR002 US-Hwy. 11	366	384
103	1196	From SR002 US-Hwy. 111 to 01227 CR-700	1483	1639
104	2313	From SR163 Etowah Rd. to McMinn Co./ Polk Co. line	694	815
105	2321	From 01194 CR-660 to 01192 CR-850	697	628
106	2321	From SR030 SR-30 to 01194 CR-660	1436	1600
108	3680	From SR039 W. Madison Ave. to 01227 Cedar Springs Rd.	1804	2644
109	2331	From SR305 Mt. Verd Rd. to 02327 CR-213	527	746
110	3678	From SR039 W. Madison Ave. to 0A753 Howard St.	4589	5196
114	3674	From SR305 Ingleside Ave. to 05336 Hammer Hill Rd.	1417	1609
115	3674	From SR305 Ingleside Ave. to SR307 Old Madisonville Rd.	2242	2434
116	5727	From SR030 Decatur Pk. to SR002 Congress Pkwy.	1636	1566
117	1233	From SR307 Old Madisonville Rd. to SR039 W. Athens St.	607	682
119	2336	From SR030 SR-30 to SR039 W. Athens St.	824	932
120	SR068	From 05565 R-316 to McMinn Co./ Monroe Co. line	6263	6653
121	SR307	From 01200 CR-405 to 01233 CR-422	1633	2187
122	858	From 02325 CR_180 to 02327 Old Mt. Verd Rd.	850	866
123	858	From SR305 Hwy. 305 to 02325 CR-180	1171	1395
124	5337	From SR307 Madison Ave. to SR307 Madison Ave.	452	264
125	858	From SR002 Congress Pkwy. to 02327 Old Mt. Verd Rd.	3645	3017
126	SR307	From 03676 Slack Rd. to SR030 Green St.	4482	5199
127	3673	From SR030 Green St. to 0A868 Stiles St.	7621	6507
128	SR002	From 0B075 CR-4 to McMinn Co./ Meigs Co. line	10127	9016

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
38742	44330	14.424	7.72	22.509
39301	43050	9.539	15.456	5.19
38955	43470	11.59	1.606	13.138
18637	10400	-44.197	-41.385	-32.69
1315	1360	3.422	18.881	49.451
958	1320	37.787	41.783	50.513
3565	3410	-4.348	-6.881	3.522
17510	14140	-19.246	-19.015	-11.119
9437	8760	-7.174	-5.164	8.456
7151	8820	23.339	4.12	4.181
1626	2080	27.921	17.647	11.052
197	180	-8.629	-10	7.143
363	320	-11.846	-16.667	-12.568
1663	1810	8.839	10.433	22.05
607	750	23.558	-7.975	8.069
656	870	32.622	38.535	24.821
1322	1270	-3.933	-20.625	-11.56
2187	1780	-18.61	-32.678	-1.33
640	1130	76.562	51.475	114.421
4542	4190	-7.75	-19.361	-8.695
1620	1570	-3.086	-2.424	10.797
1986	2870	44.512	17.913	28.011
2389	2780	16.367	77.522	69.927
648	840	29.63	23.167	38.386
859	950	10.594	1.931	15.291
6883	5720	-16.897	-14.024	-8.67
1679	2260	34.604	3.338	38.396
705	790	12.057	-8.776	-7.059
1077	1180	9.564	-15.412	0.769
217	330	52.074	25	-26.991
3265	3040	-6.891	0.762	-16.598
5201	4900	-5.787	-5.751	9.326
5885	6510	10.62	0.046	-14.578
7113	6960	-2.151	-22.804	-31.273

MCMINN COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
129	SR310	From SR030 Tennessee Ave. to 0A610 CR-475	5275	5326
130	1227	From 0A430 CR-713 to 04534 CR-703	1034	748
131	1227	From 04534 CR-703 to SR030 White St.	1533	1636
132	3676	From SR030 Green St. to 0A890 Hicks St.	1562	1216
133	1258	From 0B492 CR-301 to McMinn Co./ Loudon Co. line	<Null>	617
133	SR039	From SR039 W. Washington Ave. to SR030 Green St.	3403	3435
135	SR039	From 03682 Rocky Mount Rd. to 03678 Cook Dr.	10541	11644
136	4275	From 03682 Rocky Mount Rd. to SR030 Decatur Pk.	3771	3868
137	3682	From SR002 Congress Pkwy. to SR039 W. Madison Ave.	6189	5798
138	5727	From SR002 Congress Pkwy. to 03664 Railroad Ave.	794	803
139	3678	From 03667 N. Jackson St. to 0A753 Howard St.	2866	3057
140	5726	From SR305 Ingleside Ave. to SR030 Green St.	2221	2237
141	3676	From SR305 Ingleside Ave. to SR307 E. Madison Ave.	2367	2246
142	3676	From SR307 E. Madison Ave. to 03676 Central Ave.	1516	1397
143	3676	From 04273 Slack Rd. to 0A890 Hicks St.	428	487
144	3664	From 03664 Tellico Ave. to 03673 N. Jackson St.	6439	7345
145	3673	From 03674 Tellico Ave. to 03664 Railroad Ave.	2986	2874
146	3674	From 03664 Railroad Ave. to 05336 Hammer Hill Rd.	2432	3293
148	3683	From 01227 Cedar Springs Rd. to SR030 White St.	3071	3204
149	4274	From SR030 Decatur Pk. to 04275 Old Riceville Rd.	5335	5011
150	SR305	From 00858 CR-172 to I0075 I-75	5484	5693
153	2315	From SR163 Etowah Rd. to McMinn Co./ Polk Co. line	<Null>	427
154	SR033	From SR030 Lillard Hwy. to 0A470 CR-501	<Null>	11932
155	2338	From 02336 CR-550 to SR033 US-Hwy. 411	<Null>	386
156	4273	From 0A561 CR-442 to 01233 CR-422	<Null>	222
158	2323	From 00947 CR-20 to 01231 CR-100	<Null>	243
159	SR163	From 0B024 CR-733 to 0A412 CR-971	<Null>	7110
160	4534	From SR030 Decatur Pk. to 01227 Cedar Springs Rd.	<Null>	3525
161	5335	From 04275 Old Riceville Rd. to SR030 Decatur Pk.	<Null>	2278
162	5336	From SR305 Ingleside Ave. 03674 Tellico Ave.	<Null>	942
163	5334	From 03673 N. Jackson St. to SR305 Ingleside Ave.	<Null>	410
164	4273	From 03676 Central Ave. to 0A561 CR-442	<Null>	895
165	3668	From 03667 N. Jackson St. to SR030 Green St.	<Null>	3798
166	5338	From SR305 Ingleside Ave. to 05537 E. Madison Ave.	<Null>	1238

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
5153	2880	-44.11	-45.926	-45.403
895	960	7.263	28.342	-7.157
1354	1660	22.6	1.467	8.284
1205	1120	-7.054	-7.895	-28.297
452	510	12.832	-17.342	<Null>
3634	3280	-9.741	-4.512	-3.614
10843	9560	-11.833	-17.898	-9.307
3421	3330	-2.66	-13.909	-11.695
5579	4570	-18.086	-21.18	-26.159
980	980	0	22.042	23.426
2519	2300	-8.694	-24.763	-19.749
1892	2130	12.579	-4.783	-4.097
1955	2510	28.389	11.754	6.041
1353	1690	24.908	20.974	11.478
370	350	-5.405	-28.131	-18.224
5751	2980	-48.183	-59.428	-53.72
1736	1520	-12.442	-47.112	-49.096
2719	2750	1.14	-16.49	13.076
2991	2880	-3.711	-10.112	-6.219
4691	4480	-4.498	-10.597	-16.026
5017	4890	-2.531	-14.105	-10.832
499	500	0.2	17.096	<Null>
10319	9930	-3.77	-16.778	<Null>
365	490	34.247	26.943	<Null>
230	260	13.043	17.117	<Null>
193	170	-11.917	-30.041	<Null>
5974	5590	-6.428	-21.378	<Null>
4619	4450	-3.659	26.241	<Null>
1869	1370	-26.699	-39.86	<Null>
629	560	-10.97	-40.552	<Null>
364	500	37.363	21.951	<Null>
790	1030	30.38	15.084	<Null>
4602	3230	-29.813	-14.955	<Null>
858	1000	16.55	-19.225	<Null>

MCMINN COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
167	SR030	From I0075 I-75 to McMinn Co./ Meigs Co. line	<Null>	8506
168	947	From 02323 CR-4 to I0075 I-75	<Null>	1937
169	0A531	From SR030 Green St. to SR039 New Englewood Rd.	<Null>	3412
171	4535	From 03674 Tellico Ave. to SR030 Decatur Pk.	<Null>	2193
172	SR039	From 04534 Old W. Madison Ave. to 03682 Rocky Mount Rd.	<Null>	5241
173	5408	From 05725 CR-128 to SR002 US-Hwy. 11	<Null>	501
174	5408	From 0A454 CR-114 to 05725 CR-128	<Null>	1180
175	5408	From 0A454 CR-114 to SR039 Riceville Decatur Etowah	<Null>	333
176	3674	From SR002 Congress Pkwy. to 03664 Railroad Ave.	<Null>	<Null>
177	5725	From 05408 CR-130 to SR030 Decatur Pk.	<Null>	<Null>
178	5728	From 03364 Railroad Ave. to 03674 Tellico Ave.	<Null>	<Null>
179	6048	From 00850 CR-172 to SR030 Decatur Pk.	<Null>	<Null>

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
9146	11150	21.911	31.084	<Null>
2196	1830	-16.667	-5.524	<Null>
2792	5230	87.321	53.283	<Null>
1860	2320	24.731	5.791	<Null>
6539	6330	-3.196	20.778	<Null>
1560	1490	-4.487	197.405	<Null>
1147	1020	-11.072	-13.559	<Null>
295	280	-5.085	-15.916	<Null>
<Null>	2880	<Null>	<Null>	<Null>
<Null>	1050	<Null>	<Null>	<Null>
<Null>	570	<Null>	<Null>	<Null>
<Null>	6090	<Null>	<Null>	<Null>

MEIGS COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
1	1191	From 02277 Upper Concord Rd. to Meigs Co./ McMinn co. line	418	506
1	SR058	From 01191 Ten Mile Rd. to Meigs Co./ Roane Co. line	1399	1448
2	SR304	From 0A094 Red Cloud Rd. to 0A073 Pleasant Hill Rd.	1770	1202
3	1191	From SR058 State Hwy. 58 to 0A066 Old Ten Mile Rd.	545	475
4	SR060	From 0A359 Shadden Rd. to dead end	3807	4214
5	1191	From 0A066 Old Ten Mile Rd. to 02227 Upper Concord Rd.	283	237
6	2277	From SR068 SR-68 to 01191 Suddarth Rd.	109	246
8	SR060	From Hamilton Co./ Meigs Co. line to Meigs Co./ Hamilton Co. line	4194	5346
9	SR305	From SR068 SR-68 to Meigs Co./ McMinn Co. line	3432	3756
9	SR060	From Hamilton Co./ Meigs Co. line to Meigs Co./ Bradley Co. line	6875	6681
12	SR058	From SR068 SR-68 to 02275 Centerpoint Rd.	1445	1461
13	SR058	From 01191 Ten Mile Rd. to SR068 SR-68	2294	2440
14	SR068	From SR304 River Rd. to SR058 State Hwy. 58	4453	4972
16	SR304	From SR068 SR-68 to 0A073 Pleasant Hill Rd.	3254	2809
18	SR304	From SR068 SR-68 to 0A260 Eaves Ferry Rd.	966	1369
20	2275	From SR068 SR-68 to SR058 State Hwy. 58	728	890
23	SR304	From 0A250 Eaves Ferry Rd. to SR058 State Hwy. 58	2367	2121
24	SR058	From 02275 Centerpoint Rd. to 0A733 E. Memorial Dr.	3489	3724
25	2273	From 02275 Centerpoint Rd. to SR030 State Hwy. 30	563	571
26	0A733	From 0A006 Old State Hwy. 30 to SR030 State Hwy. 30	5745	6071
26	SR030	From 01189 Cottonport Rd. to Meigs Co./ Rhea Co. line	1960	1848
27	SR058	From 0A170 Sharp Rd. to 0A733 W. Memorial Dr.	5286	5549
29	1189	From 0A101 Cottonport Ridge Rd. to SR030 State Hwy. 30	715	767
31	1189	From SR058 State Hwy. 58 to 0A101 Cottonport Ridge Rd.	534	529
33	947	From 0A149 Mt. Carmel Rd. to SR058 State Hwy. 58	1164	898
34	2280	From 0A220 Charles Rd. to SR058 State Hwy. 58	756	920
35	947	From 0A149 Mt. Carmel Rd. to 02271 S. Nopone Valley Rd.	790	768
37	SR306	From SR058 State Hwy. 58 to Meigs Co./ Bradley Co. line	1565	1633
38	SR058	From SR306 Brittsville Rd. to Meigs Co./ Hamilton Co. line	4565	4347
39	1128	From 0A201 Millsap Ln. to SR058 State Hwy. 58	882	1019
42	1128	From 0A202 Blythe Ferry Ln. to Meigs Co./ Hamilton Co. line	229	451
44	SR068	From SR058 State Hwy. 58 to SR305 State Hwy. 305	4989	7363
45	1191	From 0A689 Reed Rd. to SR058 State Hwy. 58	852	1026

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
523	450	-13.958	-11.067	7.656
1370	1580	15.328	9.116	12.938
841	1110	31.986	-7.654	-37.288
434	410	-5.53	-13.684	-24.771
4004	5460	36.364	29.568	43.42
247	220	-10.931	-7.173	-22.261
285	220	-22.807	-10.569	101.835
4911	6210	26.451	16.162	48.069
3442	3700	7.496	-1.491	7.809
5971	7060	18.238	5.673	2.691
1249	1130	-9.528	-22.656	-21.799
2185	2360	8.009	-3.279	2.877
4859	5530	13.809	11.223	24.186
2121	2040	-3.819	-27.376	-37.308
961	1060	10.302	-22.571	9.731
940	830	-11.702	-6.742	14.011
1693	1710	1.004	-19.378	-27.757
3663	4980	35.954	33.727	42.734
535	580	8.411	1.576	3.02
6452	2910	-54.898	-52.067	-49.347
2202	3710	68.483	100.758	89.286
5347	5250	-1.814	-5.388	-0.681
667	910	36.432	18.644	27.273
451	440	-2.439	-16.824	-17.603
856	850	-0.701	-5.345	-26.976
742	790	6.469	-14.13	4.497
600	550	-8.333	-28.385	-30.38
1606	1920	19.552	17.575	22.684
4262	4340	1.83	-0.161	-4.929
792	790	-0.253	-22.473	-10.431
238	250	5.042	-44.568	9.17
5657	6110	8.008	-17.018	22.469
738	1190	61.247	15.984	39.671

MEIGS COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
46	2271	From 02273 S. Nopone Valley Rd. to 00947 Lamontville Rd.	135	149
47	2273	From 02271 Roberts Rd. to SR030 State Hwy. 30	375	396
48	2271	From SR058 State Hwy. 58 to 02273 S. Nopone Valley Rd.	283	338
49	SR068	From SR305 State Hwy. 305 to Meigs Co./ McMinn Co. line	3796	4322
50	947	From 02271 S. Nopone Valley Rd. to Meigs Co./ McMinn Co. line	630	703
50	1191	From SR304 SR-304 to 0A689 Reed Rd.	464	637
51	SR058	From 0A170 Sharp Rd. to 00947 Lamontville Rd.	3248	4195
52	SR068	FromSR304 River Rd. to Meigs Co./ Rhea Co. line	3507	4623
54	SR060	From 0A359 Shadden Rd. to Meigs Co./ Rhea Co. line	2900	4061
55	SR304	From 0A094 Red Cloud Rd. to Meigs Co./ Roane Co. line	782	820
55	SR058	From SR306 Brittsville Rd. to 00947 Lamontville Rd.	<Null>	4245
57	SR030	From SR058 State Hwy. 58 to Meigs CO./ McMinn Co. line	<Null>	<Null>
58	SR030	From 0A006 Old State Hwy. 30 to SR058 State Hwy. 58	<Null>	<Null>

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
130	170	30.769	14.094	25.926
430	440	2.326	11.111	17.333
329	400	21.581	18.343	41.343
3759	3690	-1.836	-14.623	-2.792
807	670	-16.976	-4.694	6.349
588	620	5.442	-2.669	33.621
3589	4220	17.581	0.596	29.926
4389	4390	0.023	-5.04	25.178
4084	4990	22.184	22.876	72.069
980	860	-12.245	4.878	9.974
3921	3740	-4.616	-11.896	<Null>
3600	5290	46.944	<Null>	<Null>
3020	4640	53.642	<Null>	<Null>

POLK COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
1	SR163	From SR130 Hwy. 411 to Polk Co./ McMinn Co. line	1727	1708
2	SR030	From SR163 Bowater Rd. to 0A289 W. County Line Rd.	6057	6785
3	1223	From 01233 Dentville Rd. to SR030 Hwy. 411	233	248
4	SR030	From SR030 Hwy. 411 to 02311 Mountain View Rd.	1335	1454
5	2311	From 0A269 Oak Grove Rd. to SR030	345	341
9	SR315	From 0A016 Towee Pk. to Polk Co./ Monroe Co. line	208	218
10	SR123	From SR068 State Hwy. 68 to Polk Co./ North Carolina state line	1137	1058
11	SR068	From SR123 Saw Mill Rd. to 02317 Underwood Dr.	1137	1047
12	SR068	From SR123 Saw Mill Rd. to 02317 Farner Rd.	1944	2009
13	2317	From SR068 State Hwy. 68 to SR068 State Hwy. 68	277	250
14	SR030	From SR315 Tellico-Reliance Rd. to SR040 US-Hwy. 64	588	634
15	SR315	From SR030 to 0A016 Towee Pk.	496	485
16	SR030	From 02311 Mountain View Rd. to SR315 Tellico-Reliance Rd.	904	1019
17	2311	From SR314 Parksville Rd. to 02311 Mountain View Rd.	517	692
18	SR033	From SR030 to SR314 Parksville Rd.	8238	7815
20	1154	From 02274 Baker Bridge Rd. to SR033 Hwy. 411	828	1408
21	1154	From 02274 Baker Bridge Rd. to Polk Co./ Bradley Co. line	1478	1489
22	2309	From SR040 US-Hwy. 64 to 02307 Welcome Valley Rd.	551	645
23	2307	From SR033 Hwy. 411 to 0A357 Pankey Ln.	1334	1568
24	SR033	From 0A318 Etowah Rd. to 0A233 Smyrna Rd.	8356	8778
24	0A037	From SR033 Hwy. 411 to SR033 Hwy. 411	8356	8778
25	SR314	From SR033 Hwy. 411 to 02311 Benton-Springs Rd.	2053	1635
26	SR040	From SR033 Hwy. 411 to Polk Co./ Bradley Co. line	13126	14011
27	SR033	From SR040 US-Hwy. 64 to 01219 Old Federal Rd.	5850	6513
28	SR033	From SR040 US-Hwy. 64 to 0A233 Smyrna Rd.	8792	9530
30	SR040	From SR033 Hwy. 411 to SR314 Parksville Rd.	6409	7718
31	1219	From 0A005 Horns Creek Rd. to SR040 US-Hwy. 64	1623	1855
32	2307	From SR040 US-Hwy. 64 to 0A357 Pankey Ln.	491	555
33	SR314	From SR040 US-Hwy. 64 to 0A041 Benton-Springs Rd.	1361	1455
34	SR040	From SR314 Parksville Rd. to SR030	4917	5153
35	SR040	From SR030 to 02328 Postelle Rd.	4581	4099
37	2332	From SR030 to SR030	266	283
38	1221	From SR068 State Hwy. 68 to SR123 Saw Mill Rd.	958	928

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
1409	1950	38.396	14.169	12.913
6274	8180	30.379	20.56	35.05
545	970	77.982	291.129	316.309
1099	1180	7.37	-18.845	-11.61
297	140	-52.862	-58.944	-59.42
228	150	-34.211	-31.193	-27.885
822	890	8.273	-15.879	-21.724
1871	1220	-34.794	16.523	7.3
1410	1390	-1.418	-30.811	-28.498
217	140	-35.484	-44	-49.458
516	320	-37.984	-49.527	-45.578
470	360	-23.404	-25.773	-27.419
790	930	17.722	-8.734	2.876
495	240	-51.515	-65.318	-53.578
8056	8840	9.732	13.116	7.308
1266	1190	-6.003	-15.483	43.72
1292	1470	13.777	-1.276	-0.541
557	500	-10.233	-22.481	-9.256
1359	1570	15.526	0.128	17.691
9217	9600	4.155	9.364	14.888
9217	9600	4.155	9.364	14.888
1135	1410	24.229	-13.761	-31.32
15320	21520	40.47	53.594	63.949
5946	5350	-10.024	-17.857	-8.547
8544	10420	21.957	9.339	18.517
7212	7210	-0.028	-6.582	12.498
1655	1970	19.033	6.199	21.38
414	430	3.865	-22.523	-12.424
1484	1390	-6.334	-4.467	2.131
4864	5170	6.291	0.33	5.145
4428	4250	-4.02	3.684	-7.225
222	250	12.613	-11.661	-6.015
739	700	-5.277	-24.569	-26.931

POLK COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
39	SR040	From 01217 Airport Rd. to Polk CO./ North Carolina state line	4001	4548
41	SR040	From SR068 State Hwy. 68 to 01217 Airport Rd.	4704	5037
42	SR068	From 02326 Grassy Creek Rd. to SR040 US-Hwy. 64	8147	7956
43	SR068	From 02326 Grassy Creek Rd. to Polk Co./ Georgia state line	6919	6883
44	2326	From 0A535 Godfrey Rd. to SR068 Ocoee St.	1496	1431
45	SR040	From 02328 Postelle Rd. to SR068 State Hwy. 68	5663	5390
46	2328	From SR040 US-Hwy. 64 to SR068 State Hwy. 68	1289	1336
47	SR068	From SR040 US-Hwy. 64 to 01221 New Stansbury Rd.	3672	3896
48	1219	From SR033 Hwy. 411 to 0A005 Horns Creek Rd.	794	782
49	SR313	From SR033 Hwy. 411 to Polk Co./ Bradley Co. line	1225	1360
50	0A840	From SR033 Hwy. 411 to Polk Co./ Bradley Co. line	136	136
51	SR033	From 0A840 Easley Ford Rd. to 01219 Old Federal Rd.	4532	4543
53	SR033	From 0A840 Easley Ford Rd. to Polk Co./ Georgia state line	5312	4520
56	1223	From SR033 Hwy. 411 to 02313 Athens Rd.	1287	1259
57	1223	From 01223 Delano Rd. to 02313 Athens Rd.	693	856
58	1217	From SR040 US-Hwy. 64 to Polk Co./ Georgia state line	797	802
59	2330	From SR040 US-Hwy. 64 to 0A001 Sina Branch Rd.	707	822
60	2274	From 01154 Benton Station Rd. to Polk Co./ Bradley Co. line	304	488
61	2276	From 01154 Benton Station Rd. to 0A256 Hitch Dr.	883	885
62	2313	From 01223 Dentville Rd. to Polk Co./McMinn Co. line	450	472
63	SR068	From 02317 Underwood Dr. to Polk Co./ Monroe Co. line	660	698
64	2315	From 01223 Delano Rd. to Polk Co./ Kentucky state line	<Null>	627
66	SR068	From 01221 New Stansbury Rd. to 02317 Farner Rd.	<Null>	2571
67	2326	From 0A027 Patterson Rd. to 0A535 Godfrey Rd.	<Null>	799
68	SR030	From SR033 Hwy. 411 to SR163 Bowater Rd.	<Null>	6804
69	2276	From 0A256 Hitch Dr. to Polk Co./ Bradley Co. line	<Null>	687

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
3859	3690	-4.379	-18.865	-7.773
5016	5400	7.656	7.207	14.796
7471	7870	5.341	-1.081	-3.4
6034	6690	10.872	-2.804	-3.31
1479	1650	11.562	15.304	10.294
5035	4380	-13.009	-18.738	-22.656
614	450	-26.71	-66.317	-65.089
3830	3520	-8.094	-9.651	-4.139
712	590	-17.135	-24.552	-25.693
1152	1030	-10.59	-24.265	-15.918
127	130	2.362	-4.412	-4.412
3565	3080	-13.604	-32.203	-32.039
3720	3140	-15.591	-30.531	-40.889
1244	780	-37.299	-38.046	-39.394
623	220	-64.687	-74.299	-68.254
462	720	55.844	-10.224	-9.661
870	910	4.598	10.706	28.713
454	400	-11.894	-18.033	31.579
736	830	12.772	-6.215	-6.002
270	250	-7.407	-47.034	-44.444
1692	950	-43.853	36.103	43.939
551	520	-5.626	-17.065	<Null>
3058	2300	-24.787	-10.541	<Null>
796	490	-38.442	-38.673	<Null>
6463	7310	13.105	7.437	<Null>
658	740	12.462	7.715	<Null>

RHEA COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
1	SR068	From 02296 Possum Trot Rd. to Rhea Co./ Cumberland Co. line	2498	2800
2	2296	From SR68 Wassom Memorial Hwy. to 0A187 Big Neck Rd.	439	552
4	1162	From SR029 US-Hwy. 27 to 01162 Toestring Valley Rd.	1182	1492
5	2283	From 01162 Toestring Valley Rd. to 01162 Rocky Springs Rd.	330	613
6	SR029	From 01162 Rocky Springs Rd. to SR068 Wassom Memorial Hwy.	5761	6917
7	SR068	From 0A065 Picadilly Ave. to 02296 Possum Trot Rd.	3780	4150
8	2180	From SR068 Wassom Memorial Hwy. to Rhea Co./ Bledsoe Co. line	597	737
9	1162	From 02283 Muddy Creek Rd. to SR029 1ST St.	1753	1775
11	SR302	From SR029 1ST St. to SR068 Watts Bar Hwy.	2101	2298
13	0A728	From 02292 Upper Clear Creek Rd. to SR029 US-Hwy. 27	8151	8670
14	SR068	From SR029 US-Hwy. 27 to SR302 Old Stage Rd.	4473	6012
15	2292	From SR068 Watts Bar Hwy. to 0A383 Texas Grove Rd.	1080	1184
16	SR302	From SR068 Watts Bar Hwy. to 02231 Smyrna Rd.	1049	1324
17	2281	From SR068 Watts Bar Hwy. to 02281 Smith Bend Rd.	577	800
20	2281	From SR302 Old Dixie Hwy. to 0A375 Old Dixie Hwy.	101	138
22	2292	From SR029 US-Hwy. 27 to 0A383 Grant Houston Rd.	322	233
24	2331	From SR029 US-Hwy. 27 to SR302 Old Dixie Hwy.	716	963
25	SR302	From 02331 Smyrna Rd. to SR030 State Hwy. 30	1356	1836
26	SR030	From SR302 Old Dixie Hwy. to Rhea County/ Meigs County line	1960	1848
28	2290	From SR029 US-Hwy. 27 to SR030 State Hwy. 30	456	528
29	5720	From SR029 US-Hwy. 27 to 05720 Oak Hill Rd.	561	718
30	2286	From SR030 State Hwy. 30 to SR030 State Hwy. 30	506	592
30	SR443	From 0A063 Bluffview Dr. to 0A067 Shaver Rd.	197	297
31	5720	From SR029 US-Hwy. 27 to 0A423 White Oak Rd.	1882	2338
32	SR029	From 0A711 Walnut Grove Church Rd. to 0A670 11TH Ave.	18431	20910
34	SR030	From SR029 US-27 Bypass to 0A834 Bryan Dr.	5885	7007
36	2279	From SR060 Hiwassee Hwy. to 05383 Blythes Ferry Rd.	509	558
37	5383	From SR029 US-27 Bypass to SR060 Hiwassee Hwy.	6640	4240
38	SR030	From 0A709 Delaware Ave. to 04077 Railroad St.	6594	7516
39	SR303	From 0A032 Lower Cove Rd. to SR030 Dayton Mtn. Rd.	1650	1449
39	2168	From 0A032 Lower Cove Rd. to Hamilton CO./ Bledsoe Co. line	505	469
40	SR443	From SR030 Dayton Mtn. Rd. to 0A063 Bluffview Dr.	1102	1032
41	SR030	From SR443 Ogden Rd. to 0A069 Kiuka Rd.	4156	4651

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
2622	2210	-15.713	-21.071	-11.529
442	460	4.072	-16.667	4.784
1376	1410	2.471	-5.496	19.289
389	390	0.257	-36.378	18.182
5111	6170	20.72	-10.799	7.099
4003	3410	-14.814	-17.831	-9.788
443	480	8.352	-34.871	-19.598
1258	1230	-2.226	-30.704	-29.835
2586	1730	-33.101	-24.717	-17.658
8409	9130	8.574	5.306	12.011
4913	5160	5.027	-14.172	15.359
755	830	9.934	-29.899	-23.148
1106	920	-16.817	-30.514	-12.297
736	610	-17.12	-23.75	5.719
110	80	-27.273	-42.029	-20.792
255	240	-5.882	3.004	-25.466
1020	1380	35.294	43.302	92.737
1489	1590	6.783	-13.399	17.257
2202	3710	68.483	100.758	89.286
512	960	87.5	81.818	110.526
388	490	26.289	-31.755	-12.656
598	780	30.435	31.757	54.15
277	560	102.166	88.552	184.264
2784	3980	42.96	70.231	111.477
18565	19870	7.029	-4.974	7.807
6330	8030	26.856	14.6	36.449
617	650	5.348	16.487	27.701
4145	4200	1.327	-0.943	-36.747
7108	7590	6.781	0.985	15.105
1510	1660	9.934	14.562	0.606
453	530	16.998	13.006	4.95
1190	1290	8.403	25	17.06
4263	5110	19.869	9.869	22.955

RHEA COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
42	SR030	From 0A069 Kiuka Rd. to Rhea Co./ Bledsoe Co. line	2962	3597
43	SR303	From 02168 Long St. to 0A032 Lower Cove Rd.	1224	1305
44	2168	From SR303 Cranmore Cove Rd. to 0A032 Lower Cove Rd.	1184	1161
46	SR029	From 01162 Rocky Springs Rd. to Rhea Co./ Roane Co. line	4281	4797
47	SR029	From SR060 Hiwassee Hwy. to 05383 Blythes Ferry Rd.	17005	18518
48	SR029	From 05383 Blythes Ferry Rd. to SR030 Washington St.	20665	22545
49	SR029	From SR030 Washington St. to SR378 Old Hwy. 27	15528	16576
50	SR378	From SR029 US-27 Bypass to SR030 Dayton Mtn. Hwy.	5692	6232
51	SR378	From SR029 US-27 Bypass to 04085 Delaware Ave.	8711	8108
52	SR068	From SR302 Old Stage Rd. to Rhea Co./ Meigs Co. line	3507	4623
52	SR029	From SR060 Hiwassee Hwy. to 01151 Black Oak Ridge Rd.	17602	20655
52	2296	From 0A187 Big Neck Rd. to Rhea Co./ Cumberland Co. line	363	430
53	1151	From SR029 US-Hwy. 27 to 0A485 Corvin Rd.	2988	2696
54	SR060	From SR060 Hiwassee Hwy. to Rhea Co./ Meigs Rd. line	2900	4061
54	2282	From 0A088 Shasta Ave. to 01195 W. California Ave.	2269	2258
55	SR378	From SR030 3RD Ave. to 04085 Delaware Ave.	6586	6953
56	SR030	From SR378 N. Market St. to SR029 US-27 Bypass	5513	5559
57	2172	From 02331 Back Valley Rd. to Rhea Co./ Bledsoe Co. line	273	342
58	SR030	From SR443 Ogden Rd. to 02331 Back Valley Rd.	6147	7468
59	2331	From SR030 Dayton Mtn. Hwy. to 04199 Walnut Grove Rd.	1510	1603
61	SR029	From SR068 Watts Bar Hwy. to 02231 Eagle Ln.	9484	9990
62	SR029	From 01151 Black Oak Ridge Rd. to Rhea Co./ Hamilton Co. line	15771	19214
66	2331	From SR029 US-Hwy. 27 to 01499 Walnut Grove Rd.	439	481
67	SR029	From SR068 Wassom Memorial Hwy. to SR068 Watts Bar Hwy.	9419	10577
69	1162	From 02294 Toestring Valley Rd. to 02283 Muddy Creek Rd.	779	430
71	2294	From 0A246 edine Camp Rd. to 01162 Toestring Valley Rd.	451	649
73	SR030	From SR302 Old Dixie Hwy. to 0A834 Bryan Dr.	4327	5227
74	1195	From SR378 S. Market St. to 04085 Delaware Ave.	1932	2000
76	1151	From 0A485 Corvin Rd. to 01151 Andy Thomas Rd.	304	751
77	SR303	From 02168 Long St. to SR029 US-Hwy. 27	2431	2629
79	2282	From 0A088 Shasta Ave. to SR303 Cranmore Cove Rd.	2670	2588
80	4085	From 01195 W. California Ave. to SR378 S. Market St.	2873	3691
81	4080	From SR378 S. Market St. to SR029 US-27 Bypass	2325	1759
82	4080	From 04077 Railroad St. to SR378 N. Market St.	1628	1089

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
2941	3810	29.548	5.922	28.629
1189	1270	6.812	-2.682	3.758
1123	1330	18.433	14.556	12.331
4036	4380	8.523	-8.693	2.313
17615	20190	14.618	9.029	18.73
20876	23570	12.905	4.546	14.058
16592	17100	3.062	3.161	10.124
6075	5320	-12.428	-14.634	-6.535
7593	7570	-0.303	-6.635	-13.098
4389	4390	0.023	-5.04	25.178
21807	20360	-6.635	-1.428	15.669
436	400	-8.257	-6.977	10.193
2072	2450	18.243	-9.125	-18.005
4084	4990	22.184	22.876	72.069
2018	2450	21.407	8.503	7.977
7512	7030	-6.416	1.107	6.742
5947	4950	-16.765	-10.955	-10.212
367	490	33.515	43.275	79.487
8076	8020	-0.693	7.392	30.47
1409	890	-36.835	-44.479	-41.06
9239	9650	4.449	-3.403	1.75
19620	17430	-11.162	-9.285	10.519
410	630	53.659	30.977	43.508
8691	9090	4.591	-14.059	-3.493
277	360	29.964	-16.279	-53.787
878	1010	15.034	55.624	123.947
4711	5820	23.541	11.345	34.504
1922	2160	12.383	8	11.801
560	540	-3.571	-28.096	77.632
2085	2420	16.067	-7.95	-0.452
2357	2240	-4.964	-13.447	-16.105
4078	4670	14.517	26.524	62.548
1754	2130	21.437	21.092	-8.387
1503	1030	-31.47	-5.418	-36.732

RHEA COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
84	4111	From 04077 Railroad St. to SR030 Market St.	2102	2114
85	SR030	From 04111 3RD Ave. to 04077 Railroad St.	5586	5765
86	4077	From SR030 Dayton Mtn. Hwy. to 04078 16TH. Ave.	1690	1806
87	4075	From SR030 Dayton Mtn. Hwy. to 0A139 11TH Ave.	3093	3445
89	4078	From 04077 railroad St. to SR029 US-Hwy. 27	2621	1936
91	4075	From 0A670 11TH Ave. to 04199 Walnut Grove Rd.	2030	2395
92	4199	From 02331 Back Valley Rd. to SR029 US-Hwy. 27	5289	5269
93	SR029	From 04199 Walnut Grove Rd. to 0A439 McDowell Rd.	13688	13985
94	0A833	From SR030 Washington St. to dead end	1595	1568
95	4077	From SR378 S. Market St. to SR030 Dayton Mtn. Hwy.	3813	4289
97	SR068	From SR029 1ST St. to 0A065 Picadilly Ave.	3293	3543
98	5388	From 04080 E. Main St. to SR030 3RD Ave.	278	216
101	SR060	From 05383 Blythes Ferry Rd. to SR060 Hiwassee Hwy.	2765	4797
102	4567	From SR029 US-Hwy. 27 to SR030 State Hwy. 30	<Null>	1663
104	SR060	From SR029 US-27 Bypass to 05383 Blythes Ferry Rd.	<Null>	4748
105	5416	From 04199 Walnut Grove Rd. to SR029 US-Hwy. 27	<Null>	<Null>
106	5692	From SR030 Washington St. to SR029 US-Hwy. 27	<Null>	<Null>
107	5832	From 02282 Old Graysville Rd. to	<Null>	<Null>
108	6138	From 0A114 Railroad St. to 04085 Delaware Ave.	<Null>	<Null>
344	1151	From Hamilton Co./ Rhea Co. line to Rhea Co./ Hamilton Co. line	103	94
344	1151	From 0D798 Aslinger Rd. to Rhea Co./ Hamilton Co. line	103	94

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
1926	1970	2.285	-6.812	-6.28
4828	4880	1.077	-15.351	-12.639
1559	1720	10.327	-4.762	1.775
2611	3270	25.239	-5.08	5.723
1578	2370	50.19	22.417	-9.576
1834	2890	57.579	20.668	42.365
3438	4060	18.092	-22.946	-23.237
14442	15940	10.373	13.979	16.452
1713	1230	-28.196	-21.556	-22.884
4267	3830	-10.241	-10.702	0.446
3381	3240	-4.17	-8.552	-1.609
237	340	43.46	57.407	22.302
3759	4810	27.96	0.271	73.96
1499	1690	12.742	1.624	<Null>
4960	6140	23.79	29.318	<Null>
2612	2700	3.369	<Null>	<Null>
<Null>	290	<Null>	<Null>	<Null>
<Null>	2040	<Null>	<Null>	<Null>
<Null>	270	<Null>	<Null>	<Null>
113	120	6.195	27.66	16.505
113	120	6.195	27.66	16.505

SEQUATCHIE COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
1	SR111	From SR008 Hwy. 8 to Sequatchie Co./ Van Buren Co. line	2506	2924
2	SR008	From SR008 Hwy. 8 to 02185 Rocky River Rd.	1076	1151
3	SR008	From SR399 Artillery Rd. to SR008 Hwy. 8	3349	3862
4	SR008	From SR399 Artillery Rd. to 0A063 Whitlow Rd.	4738	5094
5	SR399	From 02166 Fredonia Rd. to SR008 Hwy. 8	1343	1482
6	SR399	From 02166 Fredonia Rd. to Sequatchie Co./ Grundy Co. line	1175	1163
7	2166	From SR399 Artillery Rd. to 0A246 Acorn St.	365	441
8	SR028	From SR111 SR-111 to Sequatchie Co./ Bledsoe Co. line	4892	5518
9	2233	From 01153 Kelly Cross Rd. to Sequatchie Co./ Bledsoe Co. line	533	690
10	1153	From SR028 US-127 to SR111 SR-111	358	410
10	SR028	From 01423 Old State Hwy. 28 to Sequatchie Co./ Marion Co. line	5862	5869
14	2629	From SR008 Ashwood Ave. to 02166 Fredonia Rd.	712	1132
15	SR008	From 0A072 Tram Tr. to SR028 US-127	7457	6246
16	2166	From 02629 Tram Tr. to SR008 Rankin Ave.	1332	1368
17	1126	From 0A111 Grant Rd. to Sequatchie Co./ Hamilton Co. line	828	916
18	1153	From SR111 SR-111 to SR008 Taft Hwy.	799	879
19	1126	From 01153 East Valley Rd. to 02168 Lewis Chapel Rd.	124	211
20	2168	From 01126 Henson Gap Rd. to SR111 SR-111	1122	1497
21	1132	From SR008 Rankin Ave. to 01153 East Valley Rd.	826	782
21	SR008	From 02185 Rocky River Rd. to Sequatchie Co./ Van Buren Co. line	962	1003
22	SR008	From SR028 Hwy. 28 to 0A221 Ridge Rd.	2238	2411
23	2229	From SR028 Hwy. 28 to SR028 Hwy. 28	1730	1139
27	SR008	From 0A141 Horse Shoe Rd. to 0A221 Ridge Rd.	1982	2014
28	SR283	From SR008 Taft Hwy. to Sequatchie Co./ Marion Co. line	690	715
29	2164	From SR028 Hwy. 28 to SR283 East Valley Rd.	224	263
32	1423	From SR028 Hwy. 28 to Sequatchie Co./ Marion Co. line	390	463
34	SR008	From 0A161 Ducker Rd. to 0A172 Miller Rd.	4036	4642
36	SR008	From 0A063 Whitlow Rd. to 0A072 Tram Tr.	5020	5641
37	SR028	From 02164 Stone Cave Rd. to 02229 Cordell Ln.	8007	7006
38	SR028	From 01423 Old State Hwy. 28 to 02164 Stone Cave Rd.	4951	5142
39	SR028	From 02229 Cordell Ln. to SR008 Rankin Ave.	9443	9789
40	SR008	From 02166 Fredonia Rd. to SR111 SR-111	13603	13653
41	SR008	From SR028 Hwy. 28 to 02166 Fredonia Rd.	15832	17274

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
2341	2730	16.617	-6.635	8.939
1156	1380	19.377	19.896	28.253
3178	4110	29.327	6.422	22.723
4307	5990	39.076	17.589	26.425
1080	1500	38.889	1.215	11.69
1140	1210	6.14	4.041	2.979
446	360	-19.283	-18.367	-1.37
4580	5090	11.135	-7.756	4.047
530	670	26.415	-2.899	25.704
370	240	-35.135	-41.463	-32.961
5042	4270	-15.311	-27.245	-27.158
789	780	-1.141	-31.095	9.551
5669	7090	25.066	13.513	-4.922
1339	1160	-13.368	-15.205	-12.913
795	920	15.723	0.437	11.111
999	1110	11.111	26.28	38.924
191	140	-26.702	-33.649	12.903
1200	1750	45.833	16.9	55.971
864	1020	18.056	30.435	23.487
1060	1290	21.698	28.614	34.096
2229	2020	-9.376	-16.217	-9.741
1180	1190	0.847	4.478	-31.214
1635	1590	-2.752	-21.053	-19.778
600	790	31.667	10.49	14.493
190	200	5.263	-23.954	-10.714
439	660	50.342	42.549	69.231
4137	4060	-1.861	-12.538	0.595
4270	5420	26.932	-3.918	7.968
6977	6860	-1.677	-2.084	-14.325
4970	4830	-2.817	-6.068	-2.444
8973	8680	-3.265	-11.329	-8.08
13590	14990	10.302	9.793	10.196
12710	14290	12.431	-17.275	-9.74

SEQUATCHIE COUNTY

<i>STA_NBR</i>	<i>NBR_RTE</i>	<i>Termini</i>	<i>AADT_1999</i>	<i>AADT_2004</i>
42	2136	From 0A242 Nunley Rd. to 02229 W. Valley Rd.	177	156
43	SR008	From 0A141 Horse Shoe Rd. to 0A161 Ducker Rd.	2591	2918
44	1126	From 02168 Lewis Chapel Rd. to 0A111 Grant Rd.	875	952
45	SR111	From SR028 US-127 to 01153 East Valley Rd.	7124	8048
46	SR111	From 01153 East Valley rd. to Sequatchie Co./ Hamilton Co. line	6856	8750
47	2136	From Grundy Co./ Sequatchie Co. line to Sequatchie Co./ Grundy Co. line	223	219
47	2136	From 0A242 Nunley Rd. to Sequatchie Co./ Grundy Co. line	223	219
48	2185	From SR008 Hwy. 8 to Sequatchie Co./ Van Buren Co. line	<Null>	92
49	2168	From SR111 SR-111 to Sequatchie Co./ Bledsoe Co. line	<Null>	850
193	SR008	From 0A172 Miller Rd. to 0A176 Gray Rd.	4920	4951

<i>AADT_2009</i>	<i>AADT_2019</i>	<i>PctCh_10yr</i>	<i>PctCh_15yr</i>	<i>PctCh_20yr</i>
173	210	21.387	34.615	18.644
2716	2490	-8.321	-14.668	-3.898
823	930	13.001	-2.311	6.286
7834	10110	29.053	25.621	41.915
8325	10820	29.97	23.657	57.818
281	180	-35.943	-17.808	-19.283
281	180	-35.943	-17.808	-19.283
60	70	16.667	-23.913	<Null>
1067	1490	39.644	75.294	<Null>
4502	4630	2.843	-6.484	-5.894



